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1990

April 2, 1990

URBAN/MUNICIPAL

AGENDA OF THE TRANSPORT  
AND ENVIRONMENT COMMITTEE







CA 40NHBL A05-  
CS1 T6



Mrs. J. McAnanama  
Chief Executive Officer  
Hamilton Public Library  
*J. J. Schatz*

K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK

**THE CORPORATION OF THE CITY OF HAMILTON**  
OFFICE OF THE CITY CLERK

TEL: 546-2700  
FAX: 546-2095

March 29, 1990

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, April 2, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

J. J. Schatz, Acting Secretary  
Transport and Environment Committee

JJS:mjw

A G E N D A

1. Adoption of the Minutes of the Transport and Environment Committee Meetings held Monday, March 5 and Monday, March 19, 1990.
2. MANAGER OF PURCHASING
  - (a) Supply and Delivery of Corrugated Steel Pipe and Flex Beam
  - (b) Supply and Delivery of Chemicals, Flake Calcium/Liquid Calcium Chloride







3. COMMISSIONER OF ENGINEERING

- (a) Hotz and Sons Company Application for a Waste Disposal Site - Lottridge Street
- (b) Servicing Expenditures "Erminia Court" Subdivision
- (c) Amendment to Standard City Subdivision Agreement - Development Charges
- (d) 1990 Road and Sidewalk Capital Reconstruction Program/Supplementary
- (e) Street Name Change in the Aspen West Phase 4 Subdivision

4. DIRECTOR OF TRAFFIC SERVICES

- (a) Request for a Loading Zone - Catharine Street North,
- (b) Time Limit Exemption Permit - Apartment Building - 40 Oxford Street

5. PARKING REGULATIONS

- (a) 47 Ellingwood Avenue
- (b) Fraser Avenue between Argyle Avenue and Campbell Avenue
- (c) East 23rd Street, South of Fennell Avenue
- (d) Strathcona Avenue North between Tom Street and Florence Street
- (e) Handicapped Parking - 124 East 19th Street
- (f) Handicapped Parking - 222 Fairfield Avenue
- (g) Handicapped Parking - 153 McAnulty Boulevard
- (h) Handicapped Parking - 37 Magill Street
- (i) Wheelchair Loading Zone - Chestnut Avenue, North of Cannon Street



BRIDGE AND HIGHWAY COMMITTEE

(a) The committee has been organized to study the problem of the bridge and highway committee.

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6. INTERSECTION CONTROL

- (a) Intersection of Eaglewood Drive and Sinena Avenue
- (b) Intersection of Paris Avenue and Lockheed Drive

7. CITY COUNCIL REFERRAL

Princess Street - "Permit Parking" regulation

8. CITY SOLICITOR

- (a) A By-law to Amend By-law No. 87-144 Respecting  
Municipal Weed Inspectors
- (b) A By-law to Incorporate Part 1, Plan 62R-10173 into Cyprus Drive
- (c) A By-law to Incorporate Block 42, Plan 62M-495 into Rockview Avenue

9. NEW BUSINESS10. ADJOURNMENT



## Introduction

- 1. The purpose of this document is to provide a comprehensive overview of the project's goals and objectives.
- 2. This document is intended for the project team and stakeholders.

## Project Overview

The project aims to develop a new software application that will streamline the workflow and improve efficiency.

## Scope

- 1. The project will cover the development, testing, and deployment of the software application.
- 2. The project will not cover the hardware requirements or the integration with existing systems.

## Conclusion

This document provides a high-level overview of the project and its objectives.



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CITY CLERK

J.J. SCHATZ  
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# TRANSPORT AND ENVIRONMENT COMMITTEE

## OUTSTANDING ITEMS

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Gibson Avenue Parking Regulations	1989 August 21		Tabled Alderman Drury
2.	Time Limit Exemption Permit at 8 1/2 Ottawa Street North	1989 November 20		Tabled (Ald. Christopherson)
3.	School Traffic Officer - Lawrence Road	1989 November 20		Tabled (Ald. Agostino)
4.	Windermere Basin Rehabilitation Project	1990 March 5	Mr. E. M. Gill	Tabled - Prepare Report
5.	Vehicular Traffic - Durand Neighbourhood	1990 March 5	Mr. M. Main	Report on Short Term Solutions
6.	Railway Fencing	1989 November 6	Mr. J. Pavelka	Report Pending
7.	Poulette Street Bridge	1989 November 6	Mr. E. M. Gill/ Mr. J. Pavelka	Report Pending





Monday, March 5, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman  
Alderman D. Christopherson, Vice-Chairman  
Mayor R. M. Morrow  
Alderman T. Cooke  
Alderman V. J. Agro  
Alderman D. Drury  
Alderman J. Smith

Absent with Regrets: Alderman D. Agostino, City Business  
Alderman T. Murray, Vacation

Also Present: Mrs. B. Price, Hamilton Safety Council  
Ms. S. Wilson, Board of Education  
Mr. L. Sage, Chief Administrative Officer  
Mr. M. Main, Director of Traffic Services  
Mr. G. Aston, Regional Engineering Department  
Mr. J. Pavelka, Director of Public Works  
Mr. J. J. Schatz, Acting Secretary

The minutes of the meeting held Monday, February 19, 1990 were adopted as circulated to the Members.

Mrs. C. Mason, Chairperson of the Traffic Sub-Committee of the Durand Neighbourhood Association along with a delegation of 16 residents appeared before the Committee expressing concern relative to the volume of vehicular traffic in the Durand Neighbourhood.

Also in attendance was Alderman Wm. M. McCulloch.

Mr. Main, Director of Traffic Services, in addressing the Committee advised that Traffic Department records indicate that there have been concerns expressed by residents of the Durand Neighbourhood relative to the volume of traffic in the Durand Neighbourhood dating as far back as 1982. He advised that various options and suggestions by area residents have been reviewed and investigated, however, none have proven totally satisfactory. He submitted that inasmuch as the neighbourhood is bounded on the south by the escarpment, a mountain access on both the easterly and westerly boundaries and the Main Street thoroughfare on the north, the number of options are severely limited.

Adoption of  
the Minutes -  
1990 February 19

Vehicular  
Traffic -  
Durand  
Neighbourhood



Mr. Main further advised that the Planning Department is requesting provision in the 1990 Budget Estimates to provide for an 50 working day program to undertake a study of the Durand Neighbourhood which will include traffic.

Mrs. Mason in addressing the Committee suggested consideration of the following options:

- That north bound traffic on Queen Street from the Mountain Access not be permitted to turn right at Aberdeen (buses excepted).
- That traffic proceeding north on Bay Street be required to stop at Markland Avenue.
- In view of the fact that the James Mountain Road may be closed for a prolonged period of time for reconstruction, Mrs. Mason suggested that it would be timely to plan ahead for alternate routes into the central area and as an initial step suggested that left hand turns not be permitted onto Markland for vehicles travelling north on James Street South.

Mrs. Mason filed a petition with the Committee signed by approximately 150 residents. The petition submitted that the high volume of traffic using the streets within the Durand Neighbourhood as thoroughfares is seriously threatening the safety and quality of life and the petitioners requested that the City follow the policy as set out in the Central Area Plan and the Durand Neighbourhood Plan adopted by Council in January, 1988 in that through traffic be diverted to arterial roads bordering residential neighbourhoods.

Also distributed to the members were copies of a letter dated March 5, 1990 from the President of the Durand Neighbourhood Association Inc. urging the Transport and Environment Committee to address the issue of traffic in the Durand Neighbourhood.

Mr. P. Hill of 312 Bay Street South addressed the Committee and urged consideration of the area residents requests. He suggested that consideration be given to greater utilization of Locke Street as an arterial street to move traffic from Aberdeen Avenue to the Main/King Street area.

Mr. B. Brott of 301 Bay Street South addressed the Committee and also urged consideration of the area residents requests. He expressed concern that the area is slowly losing its heritage residential character and suggested that if it is not the intent to preserve the area that consideration be given to immediate rezoning of the properties affected in order that the owners can recoup their investment and relocate elsewhere.

Following discussion, the Committee agreed to recommend to Regional Council that the Durand Neighbourhood be included in the recently approved Regional Mountain Access Study. In addition, the Committee directed the Director of Traffic Services to review short-term suggestions including those noted in the submissions to the Committee and to report back to the Committee as soon as possible. In addition, the Committee directed that the review of the short-term suggestions be carried out in consultation with the Ward Aldermen and the Mayor. The Committee further directed that the appropriate staff monitor the effects of the increased vehicular traffic in the Durand Neighbourhood resulting from the Main Street Reconstruction Program and take steps necessary to limited as much as possible the increase of vehicular traffic in Durand.

Mr. and Mrs. Terry Oikawa of 2054 Barton Street East appeared before the Committee in support of the recommendation of the Acting Commissioner of Engineering with respect to the closure of the East/West alley, 1st south of Barton Street from Brunswick Street easterly to the North/South alley.

As recommended by the Commissioner of Engineering in his report dated January 29, 1990, the Committee agreed to forward the following recommendations to City Council:

- (a) That the City Solicitor be authorized to make application to District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order stop-up and close the East/West alley south of Barton Street East from Brunswick Street easterly to the North/South alley.
- (b) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- (c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- (d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of the said plan, with the Regional Surveyor.
- (e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
- (f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.
- (g) Provided the Judge's Order to close the highway is granted:
  - (i) That the City Solicitor be directed to prepare a By-law for the sale of the closed highway to the abutting owner(s).
  - (ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.

Closure  
of the  
East/West  
Alley  
1st South  
of  
Barton Street  
From  
Brunswick Street  
to the  
North/South  
Alley



Windermere  
Basin  
Rehabilitation  
Project

Mr. R. A. Edwards, Port Engineer, Hamilton Harbour Commissioners, Mr. P. Campea and Mr. T. Engelbrecht of the Regional Engineering Department appeared before the Committee in connection with the Windermere Basin Rehabilitation Project.

It was noted that the recommendation of the Acting Commissioner of Engineering to approve an increase in the City's share of the cost for the rehabilitation of the Windermere Basin in the amount of \$107 000. was tabled by the Committee at its last meeting. Staff was directed to have representatives of the Hamilton Harbour Commissioners and/or Public Works Canada in attendance to provide background material relative to the need for the increased costs.

Mr. Edwards advised that the Committee that due to the magnitude and complexity of the project and the expertise needed for this project, Public Works Canada were engaged by the Hamilton Harbour Commissioners to call tenders and provided contract administration services on behalf of the Hamilton Harbour Commissioners. He advised that work commenced on the project in November, 1988 and that the majority of the work is complete. He advised that yet to completed is the landscaping, vegetation, tree planting and construction of rip-rap walls to prevent erosion of the berms. He stated that this work is expected to be completed during 1990 and 1991.

He advised that the increased costs in the project of \$731 803.23 has resulted from increased quantities of fill required to construct the berms and associated time delays with the supply of clean fill material from on-going construction projects.

In response to queries regarding the amount of berming which has taken place, Mr. Edwards advised that approximately 50% of the surface water area of Windermere Basin has been filled and the remaining 50% of the Windermere Basin area has been dredged.

In discussing ownership of the newly created lots, Mr. Edwards advised that ownership of these lots is in the name of the Hamilton Harbour Commission. He further advised that approximately 50 acres of land were created as a result of the berming.

Following discussion, the Committee agreed to further table the recommendation of the Acting Commissioner of Engineering regarding the increased costs until such time as the process to determine ownership and use of the newly created lots has been agreed to.

In this regard, staff were directed to provide a report with all background information relative to this project and in particular any position taken by the Committee and or Council relative to the eventual ownership and use of these lots.

In addition, staff were directed to provide the Committee with copies of any report (from the Hamilton Harbour Commissioners) relative to the proposed cost increase for this project.

A motion by Alderman Agro that the City not provide funding for this project and that the Region be requested to provide both the City's and Region's share funding for this project was not approved by the Committee.

As recommended by the Treasurer in a report dated February 23, 1990, the Committee approved the release of a holdback in the amount of \$11 984.18 to Bruce Berglund, Architect for the completion of contract, P.O. Nos. 29061 and 34129, for the new Public Works Utility Building on Rymal Road, pending receipt by the Treasury of the Standard Release Forms from the contractor and City Solicitor's Department.

Release  
of  
Holdback -  
Public Works  
Utility Building  
Rymal Road

As recommended by the Manager of Purchasing in a report dated February 16, 1990, the Committee agreed to recommend to City Council that a purchase order be issued to Fortran Traffic Systems, Scarborough, for the supply and delivery of Vehicle Actuated and Pre-Timed Traffic Controllers as and when required during 1990 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Supply and  
Delivery  
of  
Vehicle  
Actuated and  
Pretimed  
Traffic  
Controllers

<u>Vehicle Actuated</u>	
Eight Phase Controller	- \$ 7 868. each
Four Phase Controller	- \$ 6 598. each
Eight Phase Timer	- \$ 2 570. each

<u>Pre-timed</u>	
Controllers	- \$ 6 307. each
Cabinets	- \$ 5 307. each

Provincial sales tax extra at 8%.

NOTE: Lowest of three (3) tenders received for the Vehicle Actuated and lowest acceptable of five (5) tenders received for the Pre-Timed Controllers. Funds provided in Signals Material Account No. CH56152 75999.

As recommended by the Acting Commissioner of Engineering in a report dated February 15, 1990, the Committee agreed to recommend to City Council that the City Solicitor be authorized and directed to incorporate certain City lands into in the following streets:

Incorporating  
Certain  
City Lands  
into Various  
Streets,  
Avenues, etc.

Eva Street

Presidio Drive

Acadia Drive

Rexford Drive

Robson Crescent

Banner  
Application -  
"Career Exchange  
Opportunities"  
Group

As recommended by the Acting Commissioner of Engineering in a report dated February 9, 1990, the Committee approved the following banner for placement over Main Street from May 14, 1990 to May 21, 1990:

"Job Fair Convention Centre Tuesday May 15th and Wednesday May 16th, 1990".

Banner  
Application -  
Leeds of  
Hamilton Limited  
"Bridal Show"

In a report dated February 19, 1990, the Acting Commissioner of Engineering recommended that Leeds of Hamilton Limited "Bridal Show" be permitted to display a promotional banner across Main Street West, December 30, 1991 to January 6, 1992.

Discussion ensued as to whether or not this organization qualifies under the City's policy and it was agreed that inasmuch as this organization has been conducting this Bridal Show since 1969 and has had a banner over Main Street for the past 6 years and further, in view of the fact, that while the proponent of the show is not a charitable or community organization, it does nevertheless provide free exhibit space to charitable and community organizations, permission would be recommended.

Inadvertent  
Encroachment  
Agreements

As recommended by the Acting Commissioner of Engineering in a report dated February 21, 1990 that the Committee approved applications for Inadvertent Encroachment Agreements relative to the following properties:

30 Murray Street West

140 Locke Street South

912 Barton Street (Avondale)

309 East Avenue North

309 Mary Street

435 Osborne Street



As recommended by the Acting Commissioner of Engineering in a report dated February 22, 1990, the Committee agreed to make the following recommendations to City Council:

- (a) That the request by Mr. M. G. McHugh, Solicitor on behalf of the Royal Connaught Hotel to discharge the Encroachment Agreement for 112 King Street East, Instrument No. 355991 C.D.; date of registration February 20, 1986, be approved subject to the satisfaction of the City Solicitor.
- (b) That the appropriate civic officials be authorized to execute the documents in relation to this discharge.
- (c) That the applicant pay a fee of \$120. for the discharge.

NOTE: The Agreement permitted the encroachment of an "Outdoor Boulevard Cafe" which the hotel has determined will no longer be required.

As recommending by the Acting Commissioner of Engineering in a report dated February 23, 1990, the Committee agreed to recommend that Section 54 of the TWELFTH Report of the Transport and Environment Committee adopted by City Council on June 24, 1986 which authorized an Encroachment Agreement relative to No. 124 Augusta Street be amended to delete the street name "Augusta" and replace it with the street name "Walnut".

As recommended by the Director of Traffic Services in a report dated January 20, 1990, the Committee agreed to make the following recommendations to City Council:

- (a) That the Albion Falls Neighbourhood be designated as a neighbourhood watch area; and
- (b) That neighbourhood watch signs for the Albion Falls Neighbourhood be erected and maintained by the City Traffic Department as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That the necessary funds (\$1 400.) be charged to Account No. CH55301 75030 (Neighbourhood Watch Program) - 1990 Budget.

Discharge  
of  
Outdoor  
Patio Cafe  
Agreement -  
Royal Connaught  
Hotel -  
112 King St. E.

Street  
Name  
Change from  
124 "Augusta"  
Street to  
"Walnut"

Albion  
Falls  
Neighbourhood  
Neighbourhood  
Watch  
Area

Randall  
Neighbourhood  
Neighbourhood  
Watch  
Area

As recommended by the Director of Traffic Services in a report dated February 23, 1990, the Committee agreed to make the following recommendations to City Council:

- (a) That the Randall Neighbourhood be designated as a neighbourhood watch area; and
- (b) That neighbourhood watch signs for the Randall Neighbourhood be erected and maintained by the City Traffic Department as long as this neighbourhood maintains an active neighbourhood watch program as determined by the Regional Police Department; and
- (c) That the necessary funds (\$900.) be charged to Account No. CH55301 75030 (Neighbourhood Watch Program) - 1990 Budget.

Review  
of  
Traffic  
Conditions -  
Intersection  
of  
Cumberland,  
Sanford and  
Rutherford  
Avenues

As recommended by the Director of Traffic Services in a report dated November 9, 1989, the Committee agreed forward the following recommendations to City Council:

- (a) That a stop sign not be erected for traffic eastbound at the intersection of Cumberland and Sanford Avenues; and,
- (b) That crosswalks be painted across the south and west approaches to the westerly intersection of Cumberland and Sanford Avenues; and
- (c) That pedestrians be prohibited from crossing Sanford Avenue between the east and west legs of Cumberland Avenue; and
- (d) That the City Traffic By-law No. 89-72, be amended accordingly.

School  
Bus  
Loading  
Zone -  
South Side of  
Karen Crescent,  
east of  
San Antonio  
Drive

As recommended by the Director of Traffic Services in a report dated February 5, 1990, the Committee agreed to make the following recommendations to City Council:

- (a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Karen Crescent commencing at a point 116 feet east of San Antonio Drive and extending to a point 40 feet easterly therefrom; and
- (b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Karen Crescent commencing at a point 256 feet east of San Antonio Drive and extending to a point 200 feet easterly be extended 40 feet westerly such that the regulation commences at a point 216 feet east of San Antonio Drive and extends to a point 240 feet easterly therefrom; and
- (c) That, in accordance with a general by-law provision, the Traffic Department implement a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Karen Crescent commencing at San Antonio Drive and extending to a point 186 feet easterly therefrom; and
- (d) That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated February 5, 1990, the Committee agreed to recommend to City Council that the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the apartment buildings at No. 227 - 231 MacNab Street South.

As recommended by the Director of Traffic Services in a report dated February 2, 1990, the Committee agreed to recommend that a "No Stopping" corner clearance be implemented on the north side of Robert Street commencing at Victoria Avenue North and extending to a point 48 feet easterly therefrom; and that the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated February 26, 1990, the Committee agreed to recommend to City Council that the existing taxi stand on the north side of Rebecca Street commencing at a point 163 feet west of Catharine Street and extending to a point 42 feet westerly therefrom be extended, such that the regulation commences at a point 118 feet west of Catharine and extends to a point 87 feet westerly therefrom; and That the City Traffic By-law No. 89-72 be amended accordingly.

As recommended by the Director of Traffic Services in a report dated February 26, 1990, the Committee agreed to recommend the following to City Council:

- (a) That parking meters on City of Hamilton streets which presently have rates of 50 cents per hour or 60 cents per hour be changed to \$1. per hour; and
- (b) That parking meters on City of Hamilton streets that presently have rates of 25 cents per hour be changed to 50 cents per hour; and
- (c) That the Regional Municipality of Hamilton-Wentworth be requested to make the same changes to parking meter rates on Regional roads within Hamilton.
- (d) That the City Traffic By-law No. 89-72 be amended accordingly; and
- (e) That the Traffic Department be authorized to hire one or two contract employees to assist in the conversion of the parking meters to the new rates, to a maximum salary expenditure of \$20 000., with this additional salary expenditure to be recovered from the Reserve for Off-Street Parking.

NOTE: The revision of rates as recommended, if applied to all parking meters within the City of Hamilton (including those on both City streets and Regional roads) would result in an increase in revenue to the Reserve for Off-Street Parking of over \$500 000. annually for 1991 and subsequent years.

The cost of converting the parking meter rates will be approximately \$100 000. including only parts and contracted labour. The cost will be financed from the Reserve for Off-Street Parking. The cost does not include labour by employees already on the staff of the City of Hamilton.

Time Limit  
Exemption  
Permit -  
227 - 231  
MacNab  
Street South

Corner  
Clearances -  
Robert Street,  
east of  
Victoria Avenue  
North

Extension  
of  
Taxi Stand -  
North Side of  
Rebecca Street,  
West of  
Catharine  
Street

Rate  
Revision -  
On-Street  
Parking Meters



Application  
for  
Boulevard  
Parking  
50 Murray  
Street West

As recommended by the Director of Traffic Services in a report dated February 12, 1990, the Committee agreed to recommend the following to City Council:

- (a) That the application by the Mission Services of Hamilton Incorporated, to lease a portion of the boulevard of Murray Street West adjacent to No. 50 Murray Street West, be approved provided that:
  - (i) The applicant pays the annual fee in accordance with the fee structure approved by City Council on March 25, 1986 (current is \$50. per year) plus taxes, if any, in addition to the \$10. encroachment insurance charge approved by City Council on February 14, 1984.
  - (ii) The owner pays a one-time \$25. registration fee as approved by City Council on January 14, 1986.
  - (iii) The owner pays a one-time \$150. processing fee, as approved by City Council on January 12, 1988.
  - (iv) The owner complies with the requirements as set out in the policy approved by City Council on June 24, 1975, respecting using a portion of road allowance for parking purposes.
  - (v) Two pre-cast concrete curbs be installed and the parking area be constructed and maintained at the owners expense.
  - (vi) the owner executes an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Bills

The Committee approved the following Bills for presentation to City Council:

That leave be granted to introduce the following Bills:

- (a) Bill B-18 A By-law to Incorporate Block 28, Plan 62M-316 into Balfour Drive
- (b) Bill B-19 A By-law to Incorporate Part 6, Plan 62R-7170 into Rexford Drive
- (c) Bill B-20 A By-law to Incorporate Parts 12 and 15, Plan 62R-6257 into Queen Victoria Drive
- (d) Bill B-21 A By-law to Incorporate Block 26, Plan 62M-562 into Merrilee Crescent
- (e) Bill B-22 A By-law to Incorporate Block S, Plan 62M-224 into Firenze Street

- (f) Bill B-23 A By-law to Authorize the Sale of Raeburn Road,  
designated as Parts 22, 23, 24 and 25 on Plan  
62R-8933
- (g) Bill B-24 A By-law to Amend By-law No. 89-72 to Regulate Traffic
- (h) Bill B-25 A By-law to Amend By-law No. 89-72 to Regulate Traffic

The meeting then adjourned.

Adjournment

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

J. J. Schatz, Acting Secretary  
March 5, 1990

Typed by M. J. Walton





Monday, March 19, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman  
Alderman T. Cooke  
Alderman V. J. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman T. Murray

Absent with Regrets: Mayor R. M. Morrow - Civic Business  
Alderman D. Christopherson - Civic Business  
Alderman J. Smith - Civic Business

Also Present: Mrs. B. Price, Hamilton Safety Council  
Ms. S. Wilson, Board of Education  
Mr. R. Meiers, Regional Engineering Department  
Mr. M. Main, Director of Traffic Services  
Mr. J. Pavelka, Director of Public Works  
Mr. D. Lobo, Department of Public Works  
Mr. M. Watson, Manager, Real Estate Division  
Mr. J. J. Schatz, Acting Secretary

As recommended by the Director of Property in a report dated 1990 March 1, the Committee agreed to forward the following recommendations to City Council:

- (a) That an Option to Purchase Agreement dated 1990 February 14 executed by Yiannoulla Mouskos for rear land at 586 Stone Church Road East and scheduled for closing on 1990 May 17, be approved and completed.
- (b) That the Vendor's Solicitor prepare the necessary deeds and certify title to the City of Hamilton.
- (c) That, upon completion of this transaction and the eventual establishment of Part 5 as Acadia Drive, the City will establish one foot reserves known as 4 and 6 on draft Reference Plan S-7329 (Mackay, Mackay and Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.
- (d) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

NOTE: The property is described as rear land at 586 Stone Church Road East, Parts 4, 5 and 6 on draft Reference Plan S-7329 (Mackay, Mackay and Peters Ltd.) and contains 426.68 square metres (4 592.74 square feet).

The purchase price is \$2. and is to be charged to Account No. CH58303 00107 - (Reserve for Services through Unsubdivided Land).

Option  
to  
Purchase  
Agreement  
Yiannoulla  
Mouskos -  
Rear Land -  
586 Stone  
Church Road  
East

Lease  
Agreement  
Playfair  
Developments  
Ltd.  
School  
Crossing  
Program

As recommended by the Director of Property in a report dated 1990 March 12, the Committee agreed to recommend the following to City Council:

- (a) That the City of Hamilton enter into a Lease Agreement with Playfair Developments Ltd. in accordance with the following terms:

Property:	25 Main Street West, Suite 1500, Hamilton
Area:	565 square feet
Term:	4 years, 3 months commencing 1990 April 1 terminating 1994 June 30
Rental Rate:	\$18. per square foot (gross) \$10 170. annually, \$847.50 per month
Escalation:	The City to pay realty tax and operating cost escalation over the 1989 base year on a proportionate share.
Option to Renew:	The City has the Option to Renew this lease for a further one (1) year. All terms and conditions are to remain the same, save and except, the rental rate which shall be negotiated six (6) months prior to the expiry of the initial term.
Improvement Allowance:	The Lessor will paint the premises and clean the carpet prior to occupancy. In addition, the Lessor will provide three (3) months free rent, the rental payments to commence 1990 July 1.

- (b) That the Mayor and City Clerk be authorized to execute a Lease Agreement in a form satisfactory to the City Solicitor.

NOTE: With the adoption of Section 5 of the THIRD Report of the Transport and Environment Committee, City Council at its meeting on 1990 February 27 placed responsibility for the administration of the School Crossing Program under the jurisdiction of the Director of Traffic Services. In addition, the resolution authorized the Director of Property and the Director of Traffic Services to investigate the temporary leasing of the necessary office space and storage area to accommodate the program.

The term 1990 April 1 to 1994 June 30 was selected to tie in with the completion of the Regional Tower at which time the School Crossing Program can relocate into City Hall when the Region vacates the space.

As recommended by the Acting Commissioner of Engineering in a report dated 1990 March 12, the Committee agreed to recommend the following to City Council:

- (a) That the Commissioner of Engineering be authorized to issue the purchase orders on behalf of the City of Hamilton for the 1990 Maintenance Cost for Automatic Protection at Level Crossings.

CN Rail	\$53 700.
CP Rail	\$68 300.

- (b) That the expenditures be charged to Account No. CH57408 52010 (Railway Crossing Maintenance).

NOTE: There are presently 36 railway crossings on City streets protected with either bells and lights, or bells, lights and gates. This automatic protection must be maintained constantly according to standards set by Transport Canada. In addition, Transport Canada and the National Transportation Agency of Canada have issued individual Board Orders for each crossing which specify the party responsible for performing the maintenance and the appropriate cost sharing.

The Railways are responsible for performing the required maintenance to all crossings with automatic protection. The City's share of these costs is generally 50% in accordance with the Board Orders.

As recommended by the Acting Commissioner of Engineering in a report dated 1990 March 6, the Committee agreed to recommend the following to City Council:

- (a) That the additional City's share of the cost of services required in "Wellington Chase - Phase 2" be increased by \$72 762.73 from \$34 920.68 to \$107 683.41, and that the Finance and Administration Committee recommend the method of financing.
- (b) That the City Treasurer be authorized to pay Wellington Chase Inc. for the costs of services, including engineering and inspection fees, associated with Block "69", Plan 62M-577, (Wellington Chase - Phase 2) which have been completed, upon receipt of proof of payment to the Contractor and Consulting Engineer and completion of the transfer of Block "69", Plan 62M-577 to the Separate School Board.
- (c) That the City Treasurer pay to Wellington Chase Inc. the sum of \$1 265.63 for the cost of street trees associated with Block "69", Plan 62M-577, which was collected under the City Subdivision Agreement after Block "69", Plan 62M-577 had been transferred to the Separate School Board.
- (d) That the Hamilton-Wentworth Roman Catholic Separate School Board be invoiced by the City Treasurer for those amounts equal to the Local Improvement Act charges applicable to Block "69", Plan 62M-577, these amounts being payable to the City upon the Hamilton-Wentworth Roman Catholic Separate School Board receiving possession of Block "69", Plan 62M-577, the amounts to be recovered from the Hamilton-Wentworth Roman Catholic Separate School Board being as follows:

Sidewalks, Curbs and Gutters	\$33 306.21
Finished Roads	\$56 158.64
Total	
(To be recovered from the Board)	\$89 464.85

1990  
Maintenance  
Cost  
for  
Automatic  
Protection  
at  
Level  
Crossings

"Wellington  
Chase -  
Phase 2" -  
City's  
Share  
of  
the cost  
of  
Services



Temporary  
Closure -  
Bowen Street

As recommended by the Acting Commissioner of Engineering in a report dated 1990 March 8, the Committee agreed to forward the following recommendation to City Council:

That the application of the Naylor Group Incorporated to temporarily close Bowen Street between Main Street East and Jackson Street East on Saturday, 1990 March 24 from 7:00 a.m. to 10:00 a.m. in order to hoist heating equipment to the roof of 69 John Street South, be approved subject to the following provisions:

- (a) That temporary road closure signs be installed in advance by the Traffic Department if deemed appropriate on the affected roadways, at the expense of the applicant;
- (b) That the applicant ensure that clean-up operations are carried out immediately before the re-opening of the road, at no cost to the City;
- (c) That the applicant provide proof of \$1 000 000. public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (d) That the applicant reimburse the Regional Police Department, the Department of Engineering, the Traffic Department, and any other agency for any costs incurred by these agencies as a result of this closure;
- (e) That no property owner or resident within the barricaded area will be denied access to their property if requested;
- (f) That all property owners and tenants along the closed portion of the street be notified of the proposal by the applicant at least four weeks prior to the closure in a form acceptable to the Commissioner of Engineering.

Inadvertent  
Encroachment  
Agreements

As recommended by the Acting Commissioner of Engineering in a report dated 1990 March 13, the Committee approved the following Inadvertent Encroachment Agreements relative to the following properties:

143 Fairfield Avenue North  
214 Mary Street North  
18 Balsam Avenue North  
438 Dundurn Street South  
127 Fairfield Avenue North  
515 Mary Street North  
126 Roxborough Avenue  
135 - 137 Strachan

Incorporation  
of  
Certain City  
Lands into  
Streets

As recommended by the Acting Commissioner of Engineering in a report dated 1990 March 9, the Committee agreed to recommend to City Council that the City Solicitor be authorized and directed to incorporate certain City lands into the following streets:

Fairholt Road North  
Rexford Drive  
Templemead Drive

As recommended by the Acting Commissioner of Engineering in a report dated 1990 March 9, the Committee agreed to make the following recommendations to City Council:

- (a) That payment for street trees in subdivisions be increased from \$6.25 per metre to \$7. per metre of frontage and flankage, the new rate to be applied to all subdivisions where the engineering schedules have not yet been approved by City Council.
- (b) That the fee for street trees in subdivisions be indexed annually on the 1st day of January in accordance with the Composite Index for October as published in the October issue of the Southam Construction Cost Index (Ontario Series) for that year.

NOTE: The City policy requires the subdivider to make a cash payment to the City for trees to be planted on new streets. The concept is to plant one tree per lot along the frontage, and a reasonable number of trees along flankages and along large blocks of land within new subdivisions. The charge is levied on the basis of a fixed amount per metre frontage and flankage rather than on a per tree basis. This is for the convenience of administration. The last time this charge was revised to reflect actual costs was in January 1988. The City's cost has increased from approximately \$85. per tree to approximately \$95. per tree. It is therefore necessary to increase the cost from \$6.25 per metre to \$7. per metre to avoid subsidizing the tree planting program.

As recommended by the Director of Traffic Services in a report dated 1990 March 14, the Committee agreed to recommend the following to City Council:

- (a) That the existing one time processing fee of \$40. for inspection and administrative costs associated with the signing and enforcement of private parking lots in accordance with By-law No. 89-75 be increased by 6.7% to \$42.68; and
- (b) That the existing one time processing fee of \$150. for each commercial, industrial, institutional and multiple residential boulevard parking application be increased by 6.7% to \$160.05; and
- (c) That the existing commercial, industrial, institutional and multiple residential boulevard parking leasing rates of \$50. per parking space or part of a space per year for each of the first two spaces and \$25. per parking space or part of a space per year for each space over two and up to a total of ten spaces be increased by 6.7% to \$53.35 per space and \$26.68 per space respectively; and
- (d) That a one time \$15. processing fee be established for driveway approach approvals by the Traffic Department for commercial, industrial, institutional and multiple residential land uses, except where a boulevard parking processing fee is applicable.
- (e) That the policy be adopted of adjusting the processing fees for signing private parking lots, boulevard parking applications, driveway approach approvals, and boulevard leasing fees annually on January 1 of each year by a rate equal to the cost of living index for the Province of Ontario for the previous year based on the Consumer Price Index at the previous September 1.

NOTE: The increase in service charges and leasing fees will result in additional revenues of approximately \$4 000. annually.

(In Favour of the recommendation were Aldermen Merling, Cooke, Agostino and Murray. Opposed was Alderman Agro.)

Increase  
in  
Cost  
for the  
Payment  
of  
Street Trees  
in  
Subdivisions

Increases  
in  
Traffic  
Department  
Processing  
and  
Leasing  
Fees

Approval  
of  
Various  
Parking  
Regulations

As recommended by the Director of Traffic Services in a reports dated 1990 February 5, March 1 and March 9, the Committee agreed to recommend the following to City Council:

That the City Traffic By-law No. 89-72 be amended to provide for the following:

Pearl Street  
North

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Pearl Street North between King Street West and Morden Street.

West Avenue  
North

- (b) That a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented in conjunction with the existing "Alternate Side Parking" regulation on West Avenue North between King William Street and Wilson Street in place of the existing "Three Hour Parking Time Limit".

Isaac  
Court

- (c) That the existing "No Parking 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Isaac Court be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation.

Princess  
Street

- (d) That a "Permit Parking" regulation be implemented on both sides of Princess Street between Earl Street and Sherman Avenue; and that the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the 14 residential properties abutting the block and any additional permits (to a maximum of 20) on a first come first served basis.

Application  
for  
Commercial  
Boulevard  
Parking -  
440 Main  
Street East

As recommended by the Director of Traffic Services in a report dated 1990 March 6, the Committee agreed to forward the following recommendation to City Council for approval:

That the application of B.C.R. Investments to lease a portion of the boulevard of Erie Avenue adjacent to 440 Main Street East, be approved provided that:

- (a) The applicant pays the annual fee in accordance with the fee structure approved by City Council on 1986 March 25 (current rate is \$125. per year) plus taxes, if any, in addition to the \$10. encroachment insurance charge approved by City Council on 1984, February 14.
- (b) The owner pays a one time \$25. registration fee as approved by City Council on 1986 January 14.
- (c) The owner pays a one time \$150. processing fee, as approved by City Council on 1988 January 12.
- (d) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- (e) The driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- (f) The owner executes an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.



As recommended by the Director of Traffic Services in a report dated 1990 March 7, the Committee agreed to take no action on the request by All Souls Rectory, 21 Barton Street West for a reduced charge for the use of the boulevards of MacNab and Colbourne Streets for boulevard parking purposes.

Boulevard  
Parking  
Fees -  
All  
Souls  
Rectory

In a report dated 1990 February 6, the Director of Traffic Services recommended that no action be taken on a request for a "Three-Way Stop Control" at the intersection of Bow Valley Drive and Evelyn Street.

Three-Way  
Stop  
Control -  
Intersection  
of Bow Valley  
Drive and  
Evelyn Street

Alderman Agostino, in addressing the Committee, advised of the request of the area residents for the installation of the stop control signs and following discussion, the Committee agreed to recommend that a "Three-Way Stop Control" be implemented at this intersection.

As recommended by the City Solicitor in various reports, the Committee approved the following Bills:

Bills

- (a) Bill B-26 A By-law to Incorporate Part 2, Plan 62R-10839 into Quaker Crescent
- (b) Bill B-27 A By-law to Incorporate Part 1 - Plan 62R-10839 into Queen Victoria Drive
- (c) Bill B-28 A By-law to Incorporate Part 3, Plan 62R-8963 into Limeridge Road
- (d) Bill B-30 A By-law to Incorporate Part 1, Plan 62R-10882 into Rupert Court
- (e) Bill B-31 A By-law to Incorporate Part of Block 19, Plan 62M-471 into Quincy Court
- (f) Bill B-32 A By-law to Incorporate Blocks 16 and 17, Plan 62M-455 into Rexford Drive
- (g) Bill B-33 A By-law to Incorporate Block 35, Plan 62M-478 into Rexford Drive
- (h) Bill B-34 A By-law to Incorporate Parcel "B", Plan 1007 into Alma Avenue
- (i) Bill B-35 A By-law to Incorporate Part 7, Plan 62R-7802 into Eva Street
- (j) Bill B-36 A By-law to Incorporate Block 67, Plan 62M-556 into Presidio Drive
- (k) Bill B-37 A By-law to Incorporate Blocks 18 and 19, Plan 62M-455 into Robson Crescent
- (l) Bill B-38 A By-law to Amend By-law No. 89-72 To Regulate Traffic
- (m) Bill B-39 A By-law to Amend By-law No. 89-72 to Regulate Traffic

Minister  
of  
Transport -  
Dispense with  
Sounding of  
Train Wistle  
at Greenhill  
Avenue  
Railway  
Crossing

Alderman Agostino advised the Committee of difficulties he is encountering in getting either CP Rail or Transport Canada to take action to have the CP Rail dispense with the sounding of the train whistle at the Greenhill Avenue railway crossing during the early morning hours. He advised that before this area was populated there was no difficulty with this practice. However, inasmuch as there are a number of residents in the immediate area, the constant sounding of the train whistle during the early morning hours is unacceptable.

Following discussion the Committee agreed to recommend to City Council that the Honourable Doug Lewis, Minister of Transport be requested to use his good office to urge the Canadian Pacific Railway officials to cease with the use of the train whistle during the early morning hours, at the Canadian Pacific Railway crossing at Greenhill Avenue.

Adjournment  
Reconvened  
10:30 a.m.

The Committee adjourned and reconvened at 10:30 o'clock a.m.

Public Forum -  
By-law -  
Holley Avenue

The Committee met in public forum to hear submissions from persons who claim their lands would be prejudicially affected by the passing of a by-law to reconstruct a portion of Holly Avenue. No persons attended, and as recommended by the City Solicitor in a report dated 1990 March 12, the Committee approved the presentation of a draft by-law to alter Holly Avenue from Beach Road to McNulty Boulevard.

Public Forum -  
Parking  
Regulations -  
Crerar  
Drive

The Committee met in public forum to hear from anyone concerned with respect to the proposed change in parking regulations on Crerar Drive between Pescara Drive and the North End. No persons appeared and as recommended by the Director of Traffic Services in a report dated 1990 February 8, the Committee agreed to recommend that an "Alternate Side Parking" regulation be implemented on Crerar Drive between the south curb line of Pescara Drive and the north end such that parking is prohibited on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November.

Adjournment

The meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

J. J. Schatz, Acting Secretary  
March 19, 1990

Typed by M. J. Walton

FOR ACTION

2(a)

REPORT TO: L. Dale, Acting Secretary  
Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1990 March 26  
COMM FILE:  
DEPT FILE:

SUBJECT: SUPPLY AND DELIVERY OF CORRUGATED STEEL PIPE AND FLEX BEAM, PUBLIC WORKS DEPARTMENT

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Corrugated Steel Pipe and Flex Beam as and when required during 1990 for the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders as follows:

CORRUGATED STEEL PIPE

<u>Big 'O' Inc., Exeter</u>	
150mm 68 x 13	\$ 6.40 metre

<u>Clemmer Industries, Waterloo</u>	
300mm 68 x 13 couplers	4.94 each

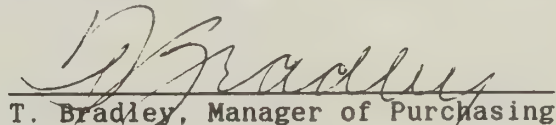
<u>Holt Culvert &amp; Metal, Peterborough</u>	
300mm 68 x 13 1.6 - Helical	15.32 metre
- Riveted	20.04 metre
400mm 68 x 13 1.3 - Helical	18.09 metre
- Riveted	23.65 metre
400mm 68 x 13 couplers-Helical	9.04 each
-Riveted	9.04 each

FLEX BEAM

<u>Armtec, Guelph</u>	
2.5mm	\$ 4.85 ft.
10.5" bolts	2.14 each
18" bolts	3.26 each
1.5" bolts	.82 each
Terminal Sections	21.84 each

Provincial sales tax extra at 8%

NOTE: Lowest of six (6) tenders received. Funds provided in Stock Account #CH56197 60999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

Tender Analysis - See Attached



Revised January 19, 1990  
Ref: 0130A.89

ANNUAL SUPPLY CULVERT PIPE, GUIDE RAIL CABLE AND FLEX BEAM - 1990-1991

CORRUGATED STEEL PIPE 1990

PROVINCIAL SALES TAX EXTRA, FEDERAL SALES TAX EXEMPT, PRICE PER METRE, DELIVERED

	<u>150 MM 68 x 13</u>		<u>250 MM 68 x 13 1.6</u>		<u>300 MM 68 x 13 1.3</u>		<u>300 MM 68 x 13 Couplers</u>	
	<u>Helical</u>	<u>Riveted</u>	<u>Helical</u>	<u>Riveted</u>	<u>Helical</u>	<u>Riveted</u>	<u>Helical</u>	<u>Riveted</u>
BIG 'O' INC.	\$ 6.40 *	-	\$ 8.40	-	\$ 16.00	\$ 25.00	\$ 7.50	\$ 7.50
HOLT CULVERT & METAL	\$ 6.74	-	\$ 10.97	-	\$ 13.86	\$ 18.13	\$ 6.93 EACH	\$ 6.83
CLEMMER INDUSTRIES	\$ 7.15	-	\$ 12.25	-	\$ 14.83	-	\$ 4.94	-
ARMTEC	\$ 8.17 **	-	\$ 13.62	-	-	-	-	-
CANADA CULVERT & METAL PRODUCTS	\$ 10.29	-	\$ 16.90	-	\$ 16.04	\$ 6.58/FT.	\$ 11.07	EACH \$ 17.78
KOPPERS INTERNATIONAL	\$ 11.84	-	\$ 20.30	-	\$ 19.90	-	\$ 19.90	-
	<u>300 MM 68 x 13 1.6</u>		<u>400 MM 68 x 13 1.3</u>		<u>400 MM 68 x 13 Couplers</u>		<u>400 MM 68 x 13 1.6</u>	
	<u>Helical</u>	<u>Riveted</u>	<u>Helical</u>	<u>Riveted</u>	<u>Helical</u>	<u>Riveted</u>	<u>Helical</u>	<u>Riveted</u>
BIG 'O' INC.	\$ 16.00	\$ 25.00	\$ 20.00	\$ 35.00 (375mm)	\$ 11.00	\$ 11.00	\$ 20.00	\$ 35.00 (375mm)
HOLT CULVERT & METAL	\$ 15.32	\$ 20.04	\$ 18.09	\$ 23.63	\$ 9.04	\$ 9.04	\$ 20.23	\$ 26.46
CLEMMER INDUSTRIES	\$ 15.62	-	\$ 19.47	-	\$ 6.49	-	\$ 20.84	-
ARMTEC	\$ 16.79	\$ 21.83	-	-	-	-	\$ 22.71	\$ 29.52
CANADA CULVERT & METAL PRODUCTS	\$ 17.99	\$ 6.58 FT.	\$ 21.79	\$ 8.90 FT.	\$ 13.41 EACH	\$ 20.61	\$ 24.43	\$ 8.90 FT.
KOPPERS INTERNATIONAL	\$ 23.10	\$ 30.03	\$ 26.40	-	\$ 26.40	-	\$ 31.35	\$ 40.76

FLEX BEAM 1990  
FEDERAL SALES TAX INCLUDED, PROVINCIAL SALES TAX EXTRA

2.5 MM THICKNESS AS PER OPSD SPECIFICATION 1503 & STANDARD 902.01		10.5" BOLTS FOR FLEX BEAM		18" BOLTS FOR FLEX BEAM	
HOLT CULVERT & METAL	\$ 6.75 FT.	\$ 3.70 EA.	\$ 4.68 EA.		
CLEMMER INDUSTRIES	81.03	2.43	2.94		
ARMTEC	4.85 FT.	2.14 EA.	3.26 EA.		
CANADA CULVERT & METAL	7.14 FT.	2.16 EA.	3.30 EA.		

TERMINAL SECTIONS AS PER  
SPECIFICATION 1504 AND  
STANDARD 902.01

1.5" BOLTS FOR FLEX BEAM

HOLT CULVERT & METAL	\$ 1.92 EA.	\$35.00 EA.
CLEMMER INDUSTRIES	\$ .96	\$24.38
ARMTEC	.82 EA.	\$21.84 EA.
CANADA CULVERT & METAL	.79 EA.	\$22.04 EA.

Canadian Content forms not returned - Big 'O' Inc.

Armtec  
Canada Culvert & Metal

100% Canadian Content - Holt Culvert & Metal  
Clemmer Industries  
Holt Culvert





FOR ACTION

2 (b)

REPORT TO: L. Dale, Acting Secretary  
Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1990 March 26  
COMM FILE:  
DEPT FILE:

SUBJECT: SUPPLY AND DELIVERY OF CHEMICALS, PUBLIC WORKS DEPARTMENT

RECOMMENDATION:

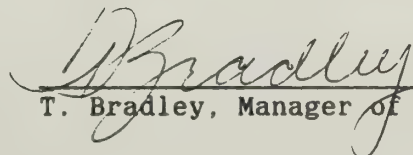
That purchase orders be issued for the supply and delivery of Chemicals as and when required during 1990 for the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Pollard Highway Products, Harrow  
Flake Calcium Chloride \$0.3369/kg.  
Minimum 31,750 kg. per load

General Chemical Canada Ltd., Mississauga  
Liquid Calcium Chloride \$0.127/l.  
Minimum 20,700 litres

Provincial sales tax extra at 8%

NOTE: Lowest of four bids received. Funds provided in Stock Account #CH56197 60999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis      Flake Calcium Chloride      Liquid Calcium Chloride

Pollard Highway Products, Harrow	\$0.3369/kg. *	\$0.1581/l
General Chemical Canada, Mississauga	0.3399/kg.	0.127/l **
Lawrason's Chemical, Oakville	0.394/kg.	No Bid
Harcros Chemicals, Downsview	0.442/kg.	No Bid

Provincial sales tax extra at 8%

\* Minimum 31,750 kg. per load

\*\* Minimum 20,700 litres



MAR 28 1990

3(a)

FOR ACTION

REPORT TO: MR. J. SCHATZ, ACTING SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG  
ACTING COMMISSIONER OF ENGINEERING  
DATE: March 26, 1990  
COMM FILE:  
DEPT FILE: E308-01

SUBJECT

Hotz and Sons Company - Proposed Transfer and Materials Recovery Station at 245 Lottridge Street in the City of Hamilton

RECOMMENDATION

That the local Approvals Branch of the Ministry of the Environment (M.O.E.) be informed that:

- a) The City of Hamilton will require a minimum of two months to properly review the Hotz and Sons formal application for a Certificate of Approval to operate a Transfer and Materials Recovery Station at 245 Lottridge Street in Hamilton, and to prepare an official position statement on the issue;
- b) The City of Hamilton can not possibly comment on the need for the proposal to undergo an Environmental Assessment Hearing prior to the April 1, 1990 deadline established by the Ministry;
- c) The City of Hamilton does not object to an extension of Hotz and Sons' temporary Certificate of Approval, provided that the extension does not exceed six (6) months beyond April 19, 1990 and that wastes which are brought into its facility from the outside the Hamilton-Wentworth Region are not disposed of at Regional disposal facilities.

*Ted Gill*

---

E.M. Gill, P.Eng  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

Cont'd...



Hotz and Sons Company - Proposed Transfer and Materials Recovery Station at 245 Lottridge Street in the City of Hamilton

BACKGROUND

In October 1989 the Transport and Environment Committee and City Council supported a Hotz and Sons application to the Ministry of the Environment in which they requested a temporary Certificate of Approval to operate an outdoor solid waste processing site on their property at 30 Landsdowne Ave. in Hamilton.

The Ministry of the Environment issued Hotz and Sons a temporary, six month Certificate of Approval which expires April 19, 1990. The purpose of the six month operational approval was to permit the proponent to offer a service to local accounts in need of disposal options for construction and demolition debris while providing Hotz and Sons sufficient time to carry out necessary investigative testing to ascertain the impact of their proposed long-term operation on environmental issues such as , noise, dust, traffic, and also on other operational aspects such as effects on nearby residential population, disposal of their process byproducts, and a range of other concerns normally associated with the type of waste processing facility being proposed.

In response to the aforementioned requirements Hotz and Sons has presented the Ministry of the Environment with a comprehensive technical report detailing how the company proposes to address and reconcile all Ministry, Regional, and City of Hamilton requirements and applicable By-Laws.

It should be noted that this comprehensive Technical report is part of a new application submission for an indoor processing facility which Hotz and Sons proposes to establish at 245 Lottridge Street in Hamilton.

As part of its application approvals process, the Ministry has requested the City of Hamilton to provide its comments on the operation of the proposed facility. The Ministry's correspondence dated March 16, 1990 which was received by the City Clerk on March 19, 1990, requests the City to consider the possibility of supporting an extension of the previous 6 month temporary approval to enable Hotz and Sons to continue servicing their accounts, while their new facility proposal is being evaluated by the Ministry and other agencies which have jurisdiction over proposal activities at the facility. The Ministry letter also requests the City's comments on the need for this particular proposal to undergo Environmental Assessment Hearings under the Environmental Protection Act, Part V. The Ministry has established April 1, 1990 as the deadline for Council to submit its comments concerning this proposal.

3 (b)

FOR ACTION

I. D. ESCTECREPORTS

REPORT TO: MR. J. SCHATZ, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

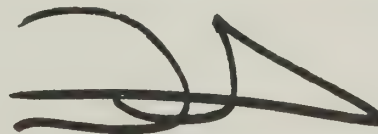
DATE: March 23, 1990  
COMM FILE: 3-11.4  
DEPT FILE: S705-25

SUBJECT

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

RECOMMENDATIONS

- i) That the submitted schedules for the estimated cost of services in:
  - ERMINIA COURT, Hamilton (No City share)  
(Subdivider's share \$111,218.19)be adopted for inclusion in the respective Subdivision Agreement with the owner.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owner.
- iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.



for E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

cont'd ...

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

FINANCIAL CONSIDERATIONS

Under present policies, the City of Hamilton shares the cost of installing services within subdivisions. Expenditures are incurred due to costs associated with 0.3 metre reserves and/or oversized services. In the case where 0.3 metre reserve expenditures and oversizing expenditures do not exist, the Subdivider is solely responsible for all costs within the development.

Any cost sharing for the developments being approved (as shown on Schedule "A" attached) is in accordance with standard City of Hamilton policies. The total estimated cost of the City's share of services to be approved at this time is \$ - NIL -.

The total estimated Subdivider's share of the cost of all services being installed for the subdivision noted on Schedule "A" is \$111,218.19.

BACKGROUND

The proposed subdivision which is to have servicing approved under this report is:

- **ERMINIA COURT**, Hamilton (Eleanor neighbourhood)  
12 single family residential lots

City Council has recommended that Subdivision Agreements be entered into between the City and the respective owner of the lands to be subdivided for the development noted on Schedule "A" (attached).

Copies of the Engineer's estimates for the cost of services and copies of the Final Survey Plans, as prepared by the respective Consultant and Surveyor have been submitted to Regional Engineering for approval.

 DVC:

cc: E. C. Matthews, City Treasury Department  
cc: L. Farr, City Solicitors Office



# 1990 SUBDIVISION EXPENDITURE SUMMARY

## CITY'S SHARE OF EXPENDITURES

Name of:

- SUBDIVISION
- DEVELOPER
- CONSULTANT
- SURVEYOR

# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
ERMINIA COURT							
- 766212 ONTARIO INC.	Item 10	Catch Basins &					
- William L. Sears	P&D 11-88	Connections	\$0.00	\$0.00			
- & Associates	88-05-10	Curbs & Sidewalks	\$0.00	\$0.00			
- J. David Peters, O.L.S.		Finished Roads	\$0.00	\$0.00			
		Dead End Barricade	\$0.00	\$0.00			
		Street Lighting	\$0.00	\$0.00	\$0.00	\$111,218.19	\$111,218.19

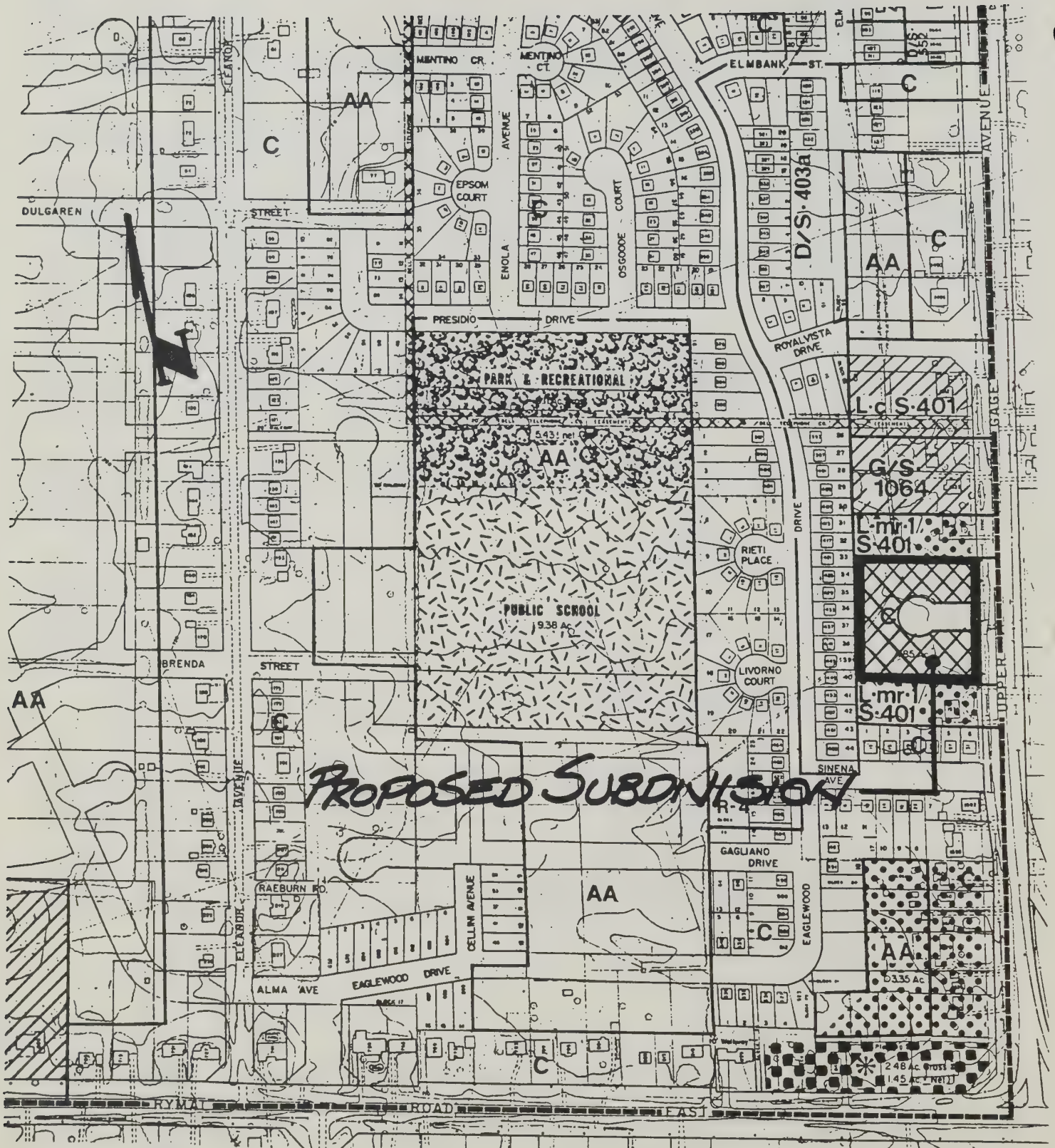
NOTE: No sidewalks to be constructed on Erminia Court

## SCHEDULE "A"

TOTALS:	\$0.00	\$0.00	\$0.00	\$111,218.19	\$111,218.19
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- \* OVERSIZING EXPENDITURES are Non-Recoverable
- \* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable





**"KEY PLAN"**  
**"ERMINIA COURT" SUBDIVISION**  
**N. T. S.**

3(c)

F O R   A C T I O N

REPORT TO:       MR. J. SCHATZ, ACTING SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            E. M. GILL, P.ENG.  
                  ACTING COMMISSIONER OF ENGINEERING

DATE:            March 22, 1990  
COMM FILE:       3-11.4  
DEPT FILE:       E205-05

SUBJECT

Amendment to the Standard City Subdivision Agreement regarding Section XVI - DEVELOPMENT CHARGES.

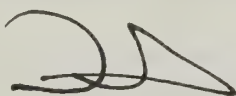
RECOMMENDATION

That Section XVI - DEVELOPMENT CHARGES, of the Subdivision Agreement be amended to reflect the provisions of the Development Charges By-Law following the adoption of the Development Charges By-Law by deleting the entire section and placing a new section to state "that development charges will be calculated and collected by the City at the Building Permit stage".

That the City Solicitor be directed to make the necessary changes to the City Subdivision Agreement.

Explanatory Note:

The Development Charges By-Law provides for the collection of all Development Charges at the Building Permit stage. Therefore, the City subdivision agreement should be revised so that Development Charges are no longer collected at the time of execution of the agreement.

  
\_\_\_\_\_  
for E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

BACKGROUND:

The present City subdivision agreement provides for the collection of Development Charges. Charges for singles and semi-detached housing units are assessed levies and the full amount is collected at the time of execution of the subdivision agreement. Charges for multiple



-Page 2-  
March 22, 1990

Amendment to the Standard City Subdivision Agreement regarding Section XVI - DEVELOPMENT CHARGES.

dwelling units (Townhouses and apartments) are held as a security deposit under the agreement and the actual cash amount of the development charge is collected at the time of issuance of the building permit. The security deposit is held because the actual number of units is not specifically known until the time of construction of the units. The Developer was responsible for the payment of all levies applicable to the new development.

City Council, on March 27, 1990, is expected to adopt a new Development Charges By-Law for the City of Hamilton. The By-Law was prepared in accordance with the Provincial Development Charges Act, 1989. The proposed By-Law provides for the collection of all development charges at the time of Building permit application. Those persons now making the application for a building permit will be required to pay the applicable development charges.

As a result, the standard subdivision agreement no longer needs to have the provisions for the collection of any development charges. However, we are suggesting that an information clause remain in the subdivision agreement to advise prospective builders and purchasers that they will be required to pay the development charge when making application for a building permit and that the amounts of the development charge would be calculated at that time.

DVC:ccc

cc: L. Sage, Chief Administrative Officer  
cc: E. C. Matthews, City Treasurer  
cc: L. King, Building Commissioner  
cc: P. Noe Johnson, City Solicitor

F O R   A C T I O N

3(d)

REPORT TO: J. J. Schatz, ACTING SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. Gill,  
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 March 8  
COMM FILE: 3-11-2  
DEPT FILE: 800-90

SUBJECT:

1990 Road and Sidewalk Capital Reconstruction Program.

RECOMMENDATION

1. That the 1990 Road and Sidewalk Capital Reconstruction Program be adjusted as follows:

(a) Project to be removed:

East 21st Street, Concession to Fennell  
East 25th Street, Concession to Fennell  
East 22nd Street, Concession to Fennell

(b) Project to be added:

East 21st Street, Crockett to Queensdale  
East 25th Street, Crockett to Brucedale  
East 22nd Street, Crockett to Queensdale  
East 24th Street, Crockett to Brucedale  
Queensdale Avenue, East 21st to Upper Sherman

2. The following list be adopted as the Supplementary Program of the 1990 Roadway and Sidewalk Capital Reconstruction Program:


Westwood Avenue, Stroud to Haddon  
Gary Avenue, Dalewood to Westwood  
Picton Street, Hughson to Bay  
Northcote Street, Beach to Gertrude  
Bell Avenue, King to Central  
Brucedale Avenue, Upper Ottawa to High  
Winchester Avenue, Ninth to East 45th  
Sandalwood Avenue, Upper Ottawa to Toby  
East 34th Street, Concession to Crockett  
Crosthwaite Avenue, Main to Monterey  
Edith Avenue, Broker to Nova  
Rodgers Road, King to Central



-Page 2-  
March 8, 1990

1990 Road and Sidewalk Capital Reconstruction Program

Supplementary projects, in the order stated above, will be constructed in 1990 provided funds become available in the 1990 Road and Sidewalk Reconstruction Program. The justification and priority of projects not constructed in 1990 will be re-evaluated within the 1991 Reconstruction Program.



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E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The total value of the projects proposed to be removed is virtually the same as the estimated cost of the added projects.

BACKGROUND

Since the submission of the City's Road and Sidewalk Reconstruction Program, additional detail has become available for the Region's Storm Sewer Program. In order to ensure that reconstruction and resurfacing would be proceeding in the most cost-effective manner, some minor adjustments to the City's Road Reconstruction Program were necessary.

The changes would shorten the sections proposed for reconstruction on East 21st Street, East 25th Street and East 22nd Street in order to cover the reconstruction cost of East 24th Street (Crockett to Brucedale) and resurfacing cost of Queensdale Avenue (East 21st to Upper Sherman).

The proposed Supplementary Program is a list of projects which would be undertaken in the event funds become available as a result of receiving bids lower than the estimated costs. Approval of the program will allow staff to undertake the engineering and prepare contract documents in advance.

The 1991 Reconstruction Program is being compiled and evaluated at the present time and a report will be presented at a later date.

TS:mlm  
Encl.

c.c. H. Merling, Chairman, Transport and Environment Committee

F O R   A C T I O N

3(e)

REPORT TO:       MR. J. SCHATZ ACTING SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            E. M. GILL  
ACTING COMMISSIONER OF ENGINEERING

DATE: March 23, 1990  
COMM FILE:  
DEPT FILE: 701-61

SUBJECT:

Clarification of street name with regard to the transfer of land for road widening purposes, in the Aspen West Phase 4 subdivision, registered on August 24, 1989 as Instrument No. 5259.

  
for E. M. Gill  
Acting Commissioner of Engineering

RECOMMENDATION:

That Section 7, Item (g)i of the 6th report of the Transport and Environment Committee, adopted by Council on March 14, 1989, be amended by deleting the words "Marlene Drive" and inserting the words "Cyprus Drive". This amendment is due to a change in street name in the Aspen West Phase 4 subdivision after council approval of Engineering Schedules and Draft Plan.

FINANCIAL IMPLICATIONS:

N/A

BACKGROUND:

On February 23, 1989 a report was sent to the Transport and Environment Committee recommending that "The City accept title to the land required for future Marlene Drive, including the 0.3m reserve from the owner, "The Estate of Solomon Wasserman". These lands (described as Parts 1 and 2 on a plan of reference as prepared by J. D. Barnes limited 1989, Plan W-7273)". It was also recommended that the City Solicitor be authorized and directed to prepare the necessary By-Laws to "Incorporate part 1 into the road allowance for Marlene Drive, after the plan of subdivision for Aspen West Phase-4 has been registered. This was approved by City Council on March 14, 1989.

-Page 2-  
March 23, 1990

Clarification of street name with regard to the transfer of land for road widening purposes, in the Aspen West Phase 4 subdivision, registered on August 24, 1989 as Instrument No. 5259.

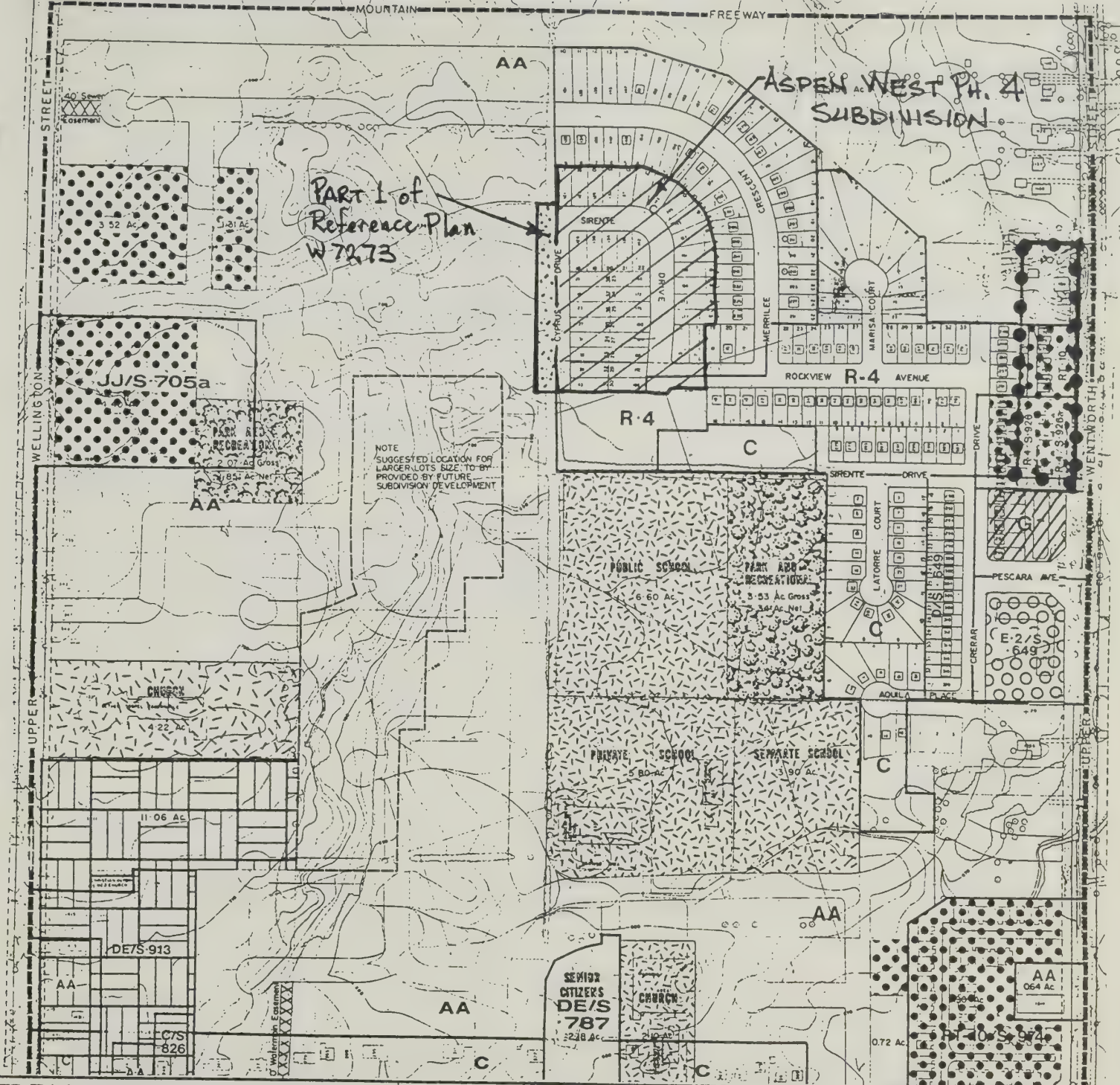
Cont'd ...

On August 14, 1989 the street name "Marlene Drive" was changed to "Cyprus Drive" and the final survey plan was revised to reflect this change. Thus part 1 of reference plan No. W-7273 prepared by J. D. Barnes will be known as Cyprus Drive. The change noted above refers to the street name only and does not affect the lands defined by the road allowance.

MJI:ccc

cc: L. Lawrence, City Solicitor's Office





NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LEGEND:

● ● ● Sewer Services From Interior Road System Because that Section of Upper Wentworth Will not be Served.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- INSTITUTIONAL & SPECIAL HOUSING

- Neighbourhood Boundary
- Zoning Boundary

Approvals  
Planning Committee MAR. 14, 1979 Council MAR. 27, 1979  
Latest Revision Date Nov. 25, 1989

CITY OF HAMILTON  
PLANNING DEPARTMENT  
**KEY PLAN**  
CRERAR

APPROVED PLAN



EXISTING POPULATION (1988) 528





FOR ACTION

4(a)

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 9  
COMM FILE:  
DEPT FILE: TEC-60-90

SUBJECT: West side of Catharine Street North, north of King William - request for a loading zone.

RECOMMENDATION:

- a) That a "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Catharine Street North commencing at a point 112 feet north of King William Street and extending to a point 24 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

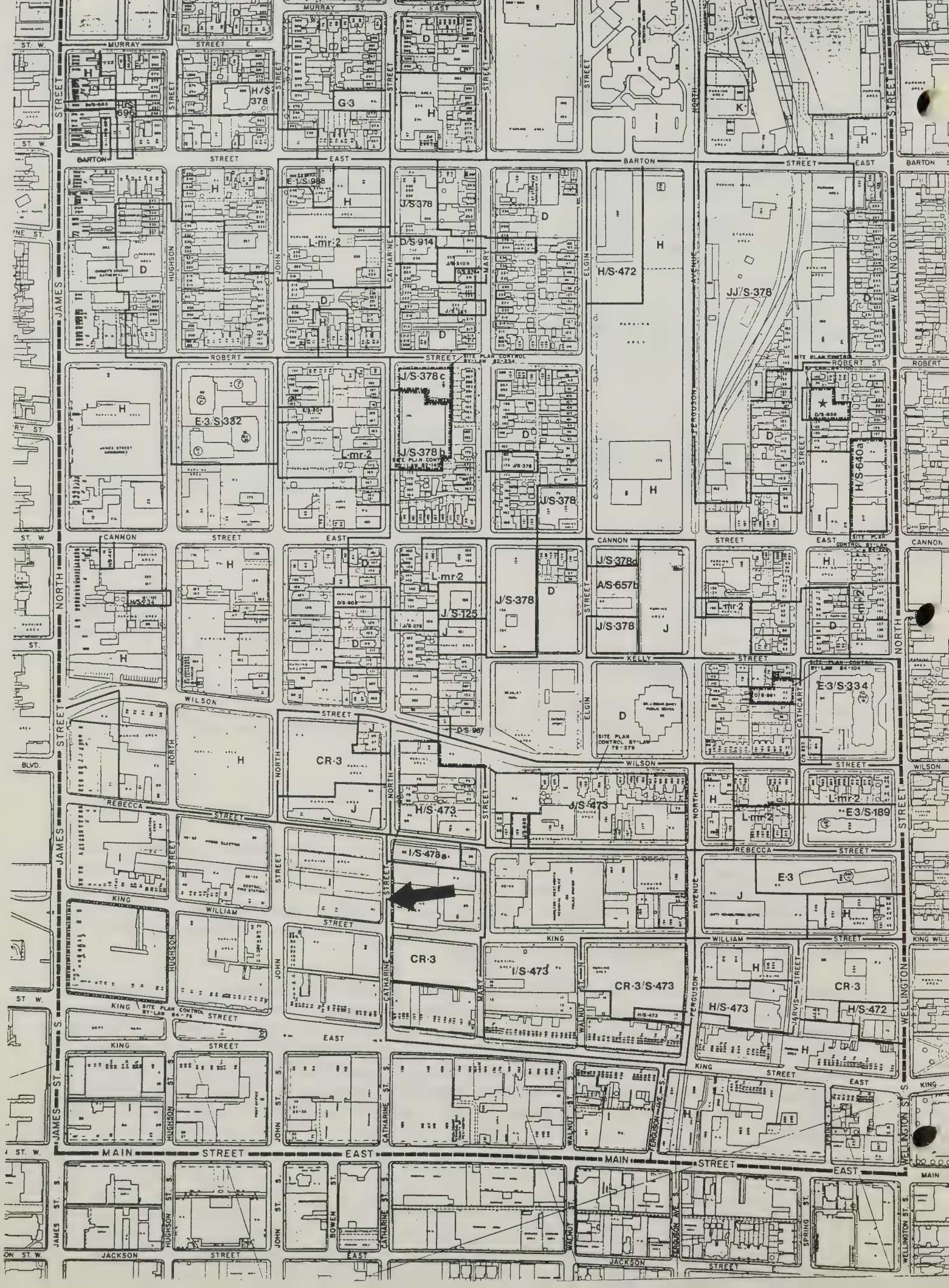
Sufficient funds are available in the 1990 Traffic Department operating budget estimates to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The proprietor of the Erie Beach Restaurant, which is located on the north-west corner of King William Street and Catharine North has requested that a commercial vehicle loading zone be implemented on the west side of Catharine adjacent to his business in order to reserve an on-street area for loading and unloading of commercial vehicles only. The west side of Catharine between King William and Wilson is presently signed "No Stopping".

After reviewing conditions on the street, the Traffic Department has concluded that there is insufficient space to allow for a loading zone immediately adjacent to the applicant's business due to the location of a driveway approach and the "No Stopping" clearance for the traffic signal at King William and Catharine. However, there is sufficient space immediately to the north adjacent to a public parking lot. The applicant has advised that the proposed location of the loading zone would be suitable. Therefore, the Traffic Department concurs with the request.







4 (b)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

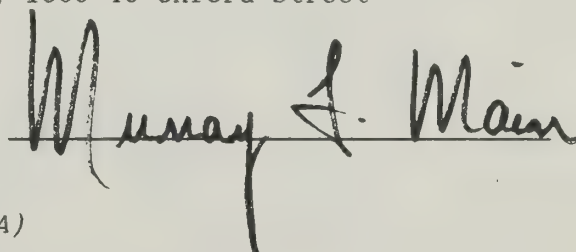
DATE: 1990 March 22  
COMM FILE:  
DEPT FILE: TEC-63-90

SUBJECT:

Apartment building at 40 Oxford Street - Application for Time Limit Exemption Permit.

RECOMMENDATIONS:

That the Director of Traffic Services be authorized to issue one time limit exemption permit to Mr. Antony Karcznareczyk, 1809-40 Oxford Street



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The sale of the permit will generate a revenue of \$24.00 a year.

BACKGROUND:

Mr. Antony Karcznareczyk, who resides in the apartment building at 40 Oxford, has made an application for a time limit exemption permit for his vehicle. The resident wishes to park his van beyond the "one hour time limit, 24 hours a day, seven days a week" regulation which is presently signed on the west side of Oxford street in this area, since it will not fit through the ramp of the underground parking lot of this apartment building.

Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. This practice forces long-term parking for apartment dwellers to take place in the available off-street parking spaces. Investigations reveal that off-street parking has been provided in accordance with the current zoning by-law requirements for this apartment building. The land use on Oxford in this area consists generally of single family dwelling units.

In the past, the Committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas, and has authorized the Director of Traffic Services to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 40 Oxford, it would be appropriate to issue one time limit exemption permit to the applicant.







5(a)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

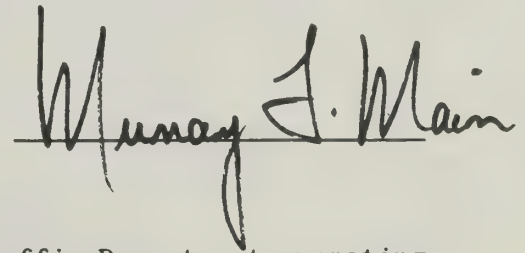
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 15  
COMM FILE: 3-9.2  
DEPT FILE: TEC-62-90

SUBJECT: 47 Ellingwood Avenue - parking regulations.

RECOMMENDATION:

- a) That the existing "No Parking" corner clearance on the west side of Ellingwood Avenue commencing at Oakland Drive and extending to a point 60 feet southerly therefrom be extended such that the prohibition commences at Oakland Drive and extends to a point 94 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available with the 1990 Traffic Department operating budget for manufacturing, erecting and maintain the required signs.

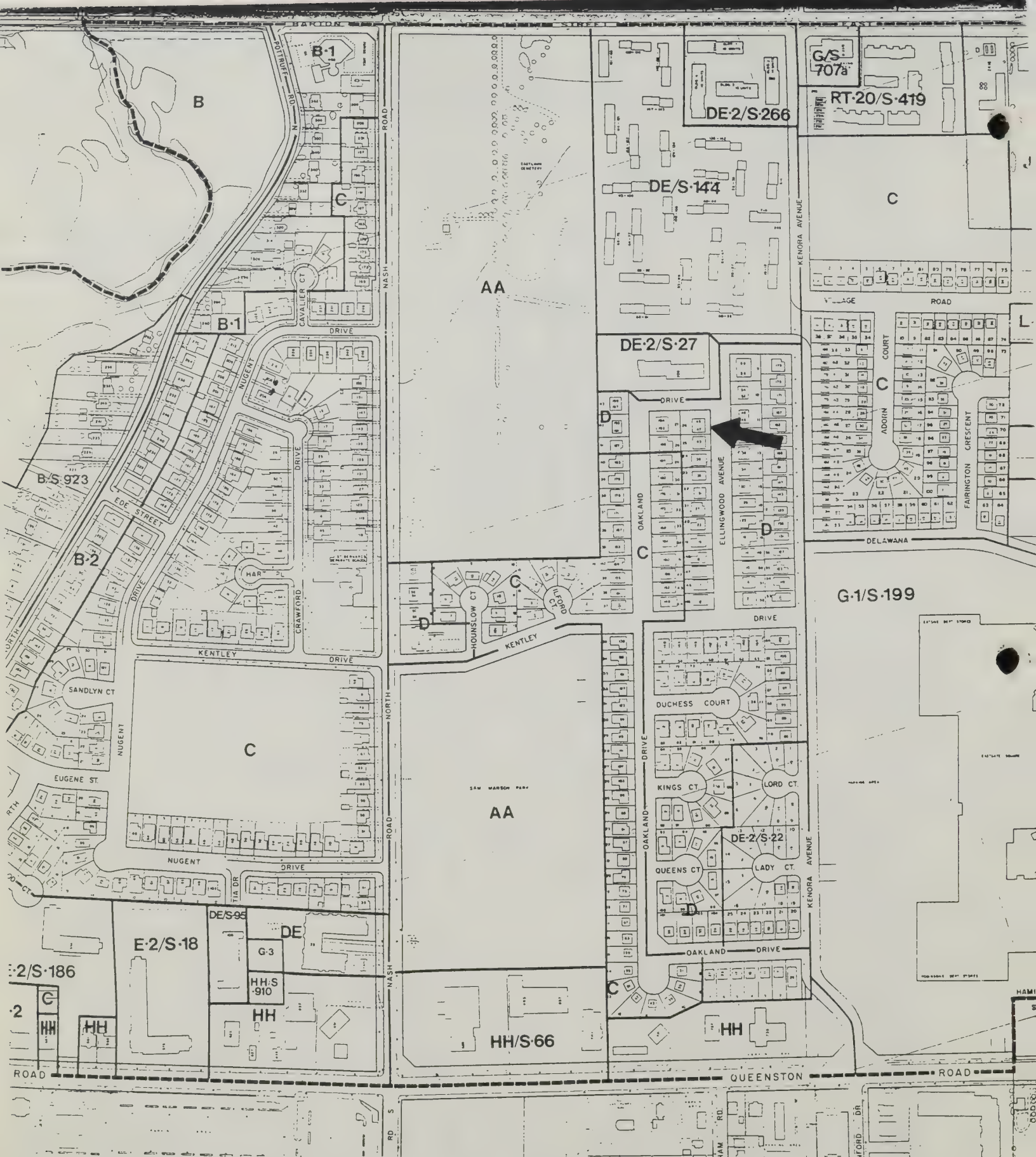
BACKGROUND:

Alderman Dominic Agostino has forwarded a request by the resident at no. 47 Ellingwood, that the existing "No Parking" corner clearance across the frontage of 45 Ellingwood Avenue, be extended across the frontage of this property, because of constant parking in this space by residents of an area apartment building.

Ellingwood has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for a 60 foot "No Parking" corner clearance on the west side immediately south of Oakland. Extending the existing "No Parking" regulation in front of house No. 47, will improve visibility at this intersection and facilitate turning movements. Therefore, the Traffic Department concurs with the request and recommends that a 94 foot corner clearance be implemented on the west side of Ellingwood, south of Oakland.

The implementation of this corner clearance would result in a loss of only 1 legal on-street parking space. However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.





FOR ACTION

5(b)

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

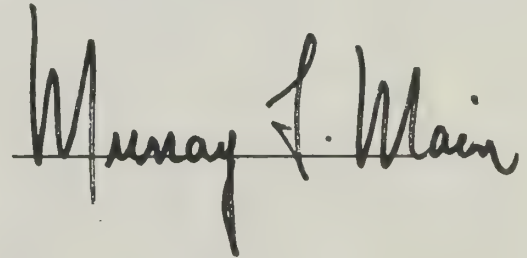
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 21  
COMM FILE: 3-9.2  
DEPT FILE: TEC-66-90

SUBJECT: Fraser Avenue between Argyle Avenue and Campbell Avenue - parking regulations.

RECOMMENDATION:

- a) That unrestricted parking be permitted on the east side and a full-time parking prohibition be implemented on the west side of Fraser Avenue between Argyle Avenue and Campbell Avenue, in place of the existing "Alternate Side Parking" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

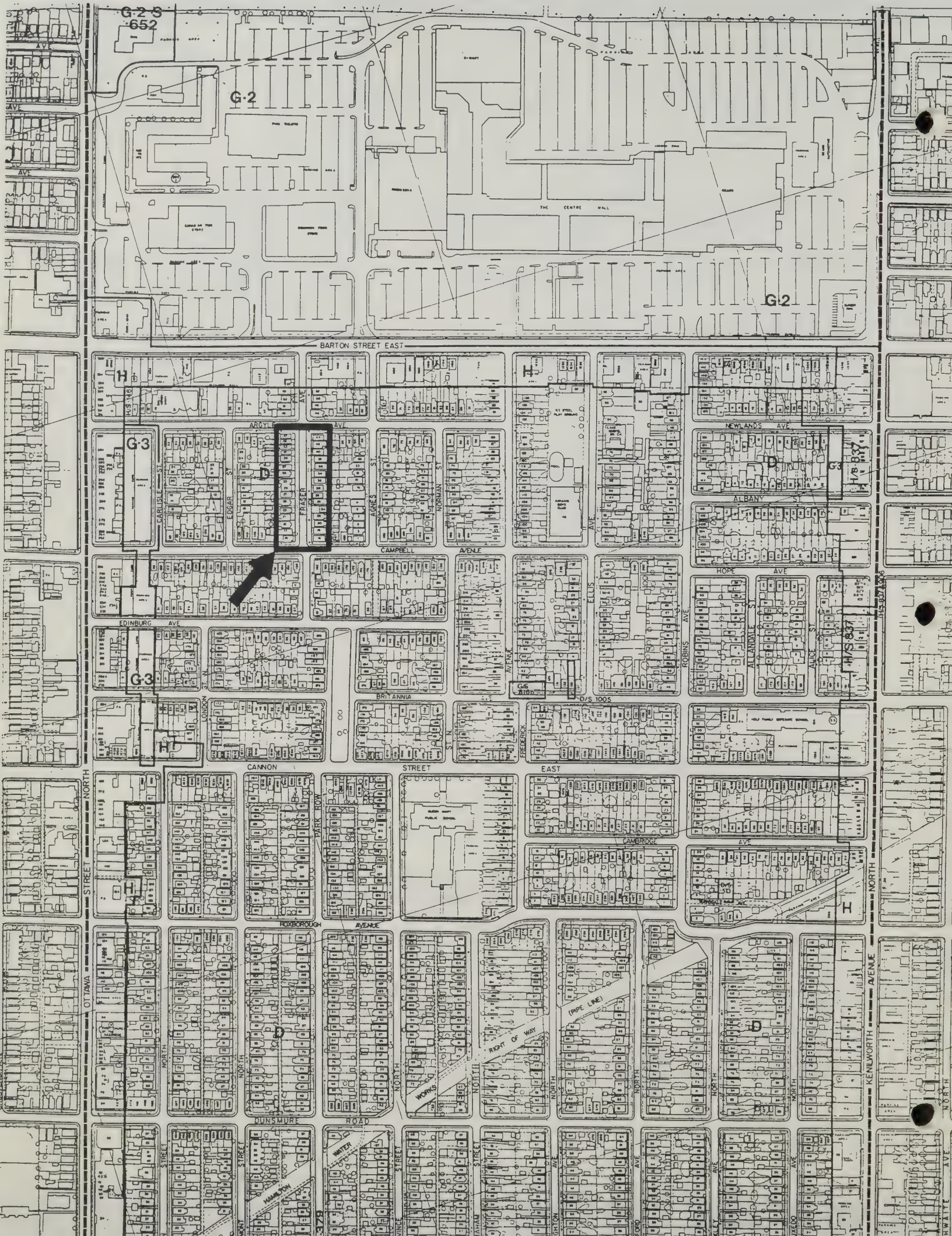
There are sufficient funds available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 29 of the 31 one, two and three family dwellings abutting Fraser Avenue between Argyle Avenue and Campbell Avenue, requesting that parking be fixed to the east side of Fraser Avenue in this block in place of the existing "Alternate Side Parking" regulation.

An investigation has revealed that there are an additional four on-street spaces on the east side of this block. Thus, the implementation of the requested regulation would maximize the total number of parking spaces available on the street at all times. Therefore, since 94 percent of the abutting residents are in favour of the regulation the Traffic Department concurs with the request.







5(c)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

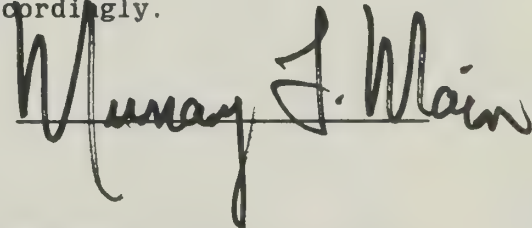
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 20  
COMM FILE: 3-9.2  
DEPT FILE: TEC-46-90

SUBJECT: East 23rd Street, south of Fennell Avenue -  
Parking Regulations

RECOMMENDATION:

- a) That two 30 minute metered parking spaces be implemented on the west side of East 23rd Street commencing at a point 27 feet south of Fennell Avenue and extending to a point 40 feet southerly therefrom; and
- b) That the existing "No Stopping" regulation on the east side of East 23rd Street, commencing at Fennell Avenue and extending to a point 95 feet south be extended such that the regulation commences at Fennell Avenue and extends to a point 155 feet southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and parking meters. However, the revenue generated from the parking meters will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Gord Mackie of Complete Home Brewing Supplies, 600 Fennell Avenue East, that parking meters be installed adjacent to his business. Presently, there is unrestricted parking on both sides of East 23rd, south of Fennell, except for a 95 foot "No Stopping" corner clearance on the east side south of the intersection.

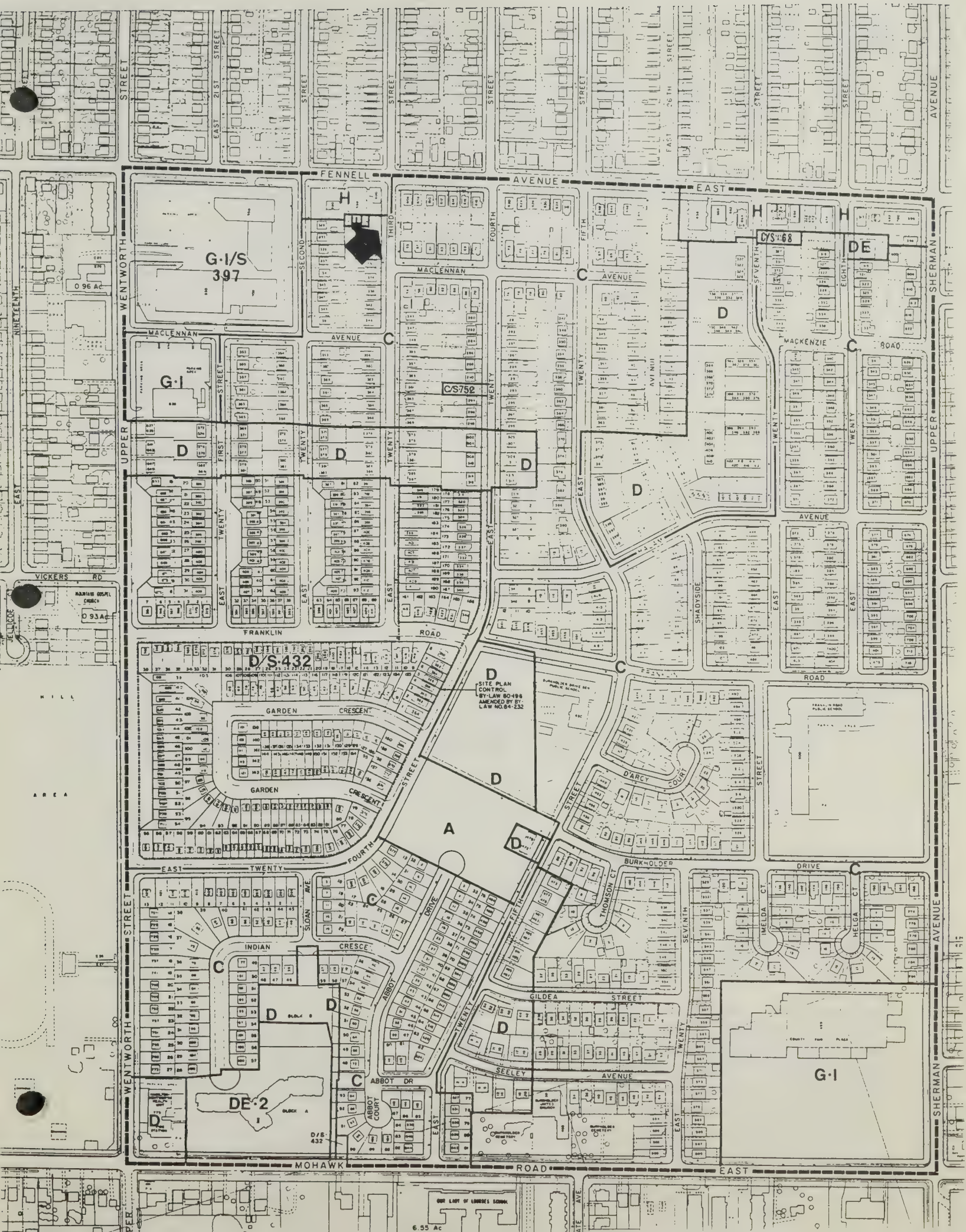
An investigation has revealed that there are four on-street parking spaces on the west side of East 23rd immediately adjacent to the business. After discussing the matter with Alderman Henry Merling it was agreed that the appropriate regulation would be to install two parking meters to create a parking

turnover for the business and to leave the other spaces unrestricted for visitors to the residential properties.

During the investigation, it was noted that a "No Stopping" sign on the east side of East 23rd was missing. It was apparently removed during the road and sidewalk reconstruction of East 23rd in 1989. However, due to a fire hydrant and a driveway approach ramp, there are no legal on-street parking spaces between the original location of the sign and 60 feet southerly. Therefore, the Traffic Department recommends that the existing "No Stopping" regulation be extended an additional 60 feet southerly.

Mr. Mackie has advised that he agrees with this recommendation and has requested that the meters be 30 minutes in duration.









5(d)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

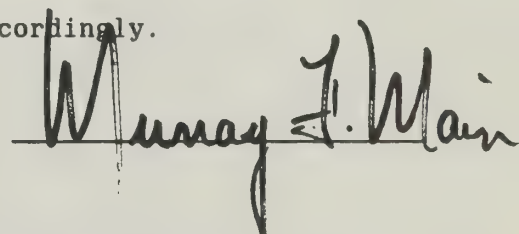
DATE: 1990 March 13  
COMM FILE: 3-9.2  
DEPT FILE: TEC-61-90

SUBJECT:

West side of Strathcona Avenue North between Tom Street and Florence Street -  
Parking Regulations

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Strathcona Avenue North between Tom Street and Florence Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the annual \$24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

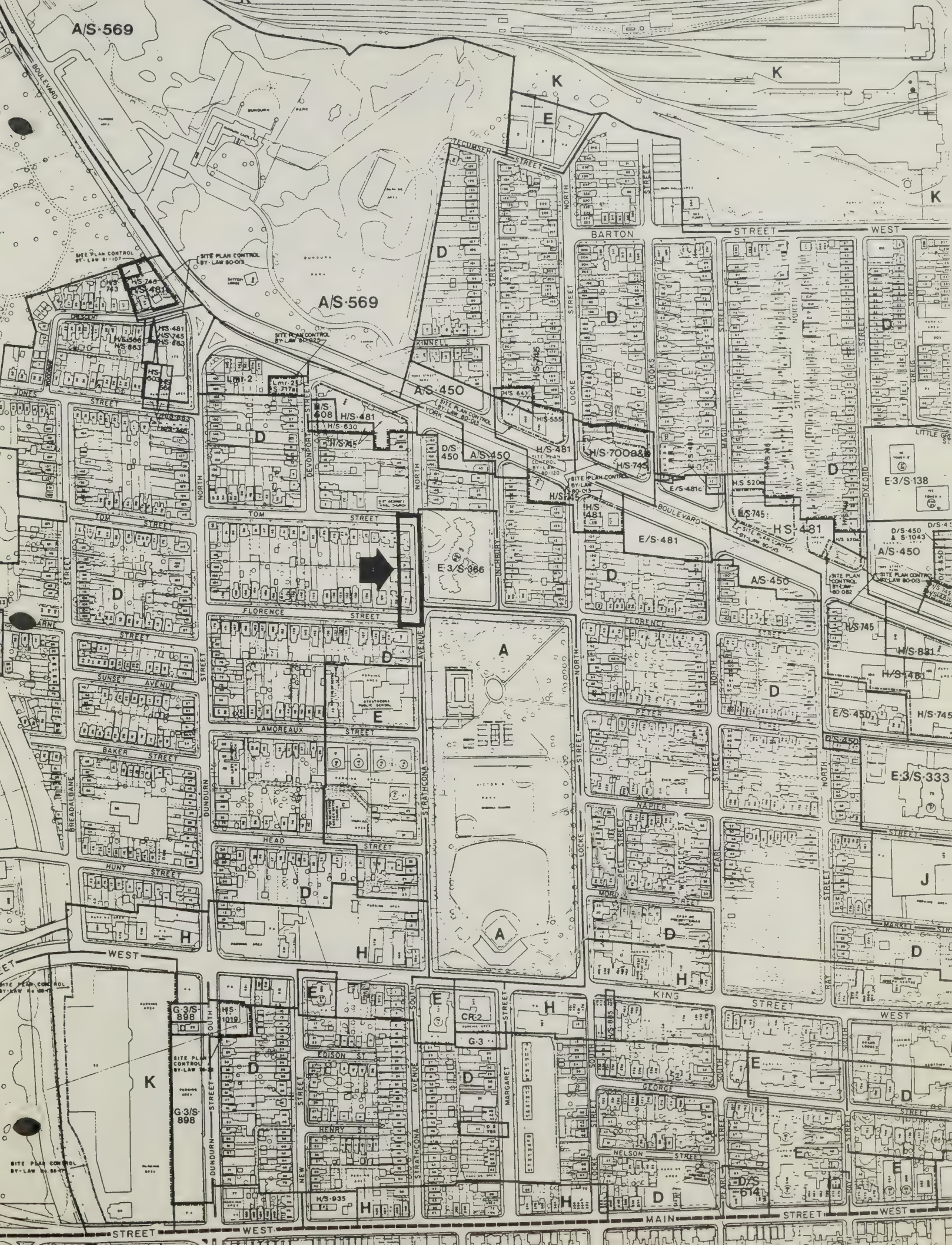
The Traffic Department has received a petition signed by representatives of two of the four one, two and three family dwellings abutting Strathcona between Tom and Florence, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of the street in this area. Both residents are in favour of the proposed regulation. The Traffic Department has been able to contact one of the two residents who did not sign the petition. This resident is also in favour of the proposed regulation.

Presently, there is unrestricted free parking on the west side and a parking prohibition on the east side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees from the Simcoe Erie Insurance Company. The implementation of the proposed regulation would eliminate long-term non-resident parking and eligible area residents would be entitled to purchase permits at a cost of \$24.00

per year per permit to exempt their vehicles from the signed time limit. Therefore, since 75% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



A/S-569



A/S-569

A/S-450

A/S-450

A/S-450

A/S-450

E/S-333



A/S-569

A/S-450

A/S-450

A/S-450

A/S-450

E/S-333





5(e)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 26  
COMM FILE:  
DEPT FILE: TEC-72-90

SUBJECT:

124 East 19th Street - Request for Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of East 19th Street commencing at a point 25 feet south of Inverness Avenue and extending to a point 20 feet southerly therefrom, and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Hermine Lazdins, 124 East 19th Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department's operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

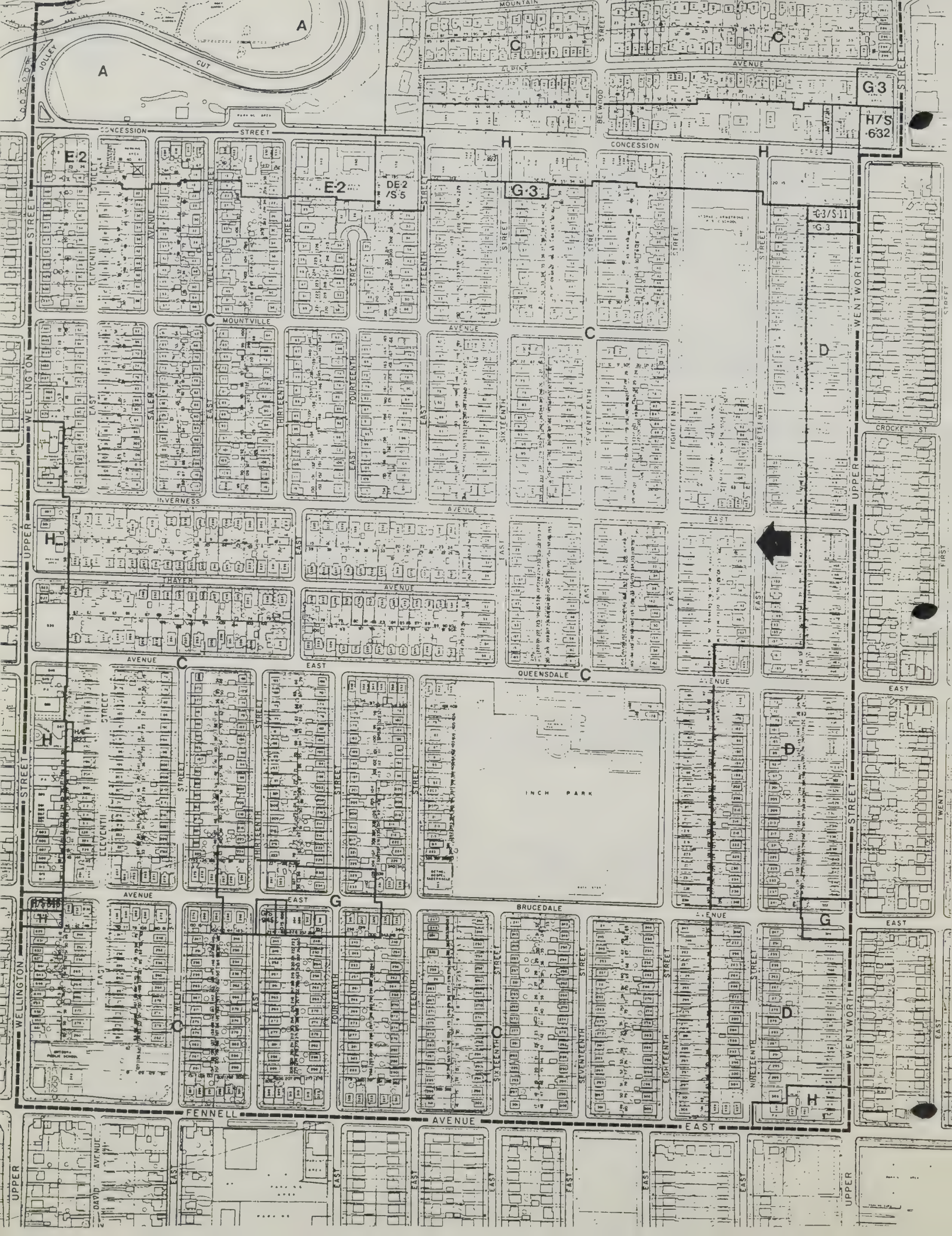
BACKGROUND:

The Traffic Department has received a request from Mr. H. Lazdins, 124 East 19th Street, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped.

East 19th Street has a 28 foot pavement width, and presently, parking is permitted on the both sides of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped resident's homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Lazdins possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.







5 (f)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

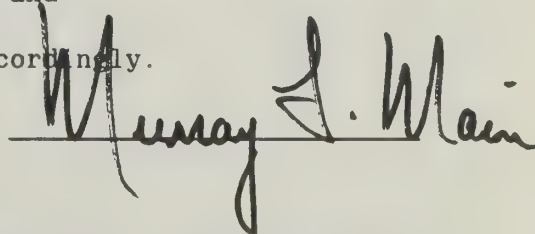
DATE: 1990 March 26  
COMM FILE:  
DEPT FILE: TEC-68-90

SUBJECT:

222 Fairfield Avenue - Request for Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Fairfield Avenue commencing at a point 184 feet north of Britannia Avenue and extending to a point 20 feet northerly therefrom, and on the west side of Fairfield Avenue commencing at a point 173 feet north of Britannia Avenue and extending to a point 20 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. James Large, 222 Fairfield Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department's operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

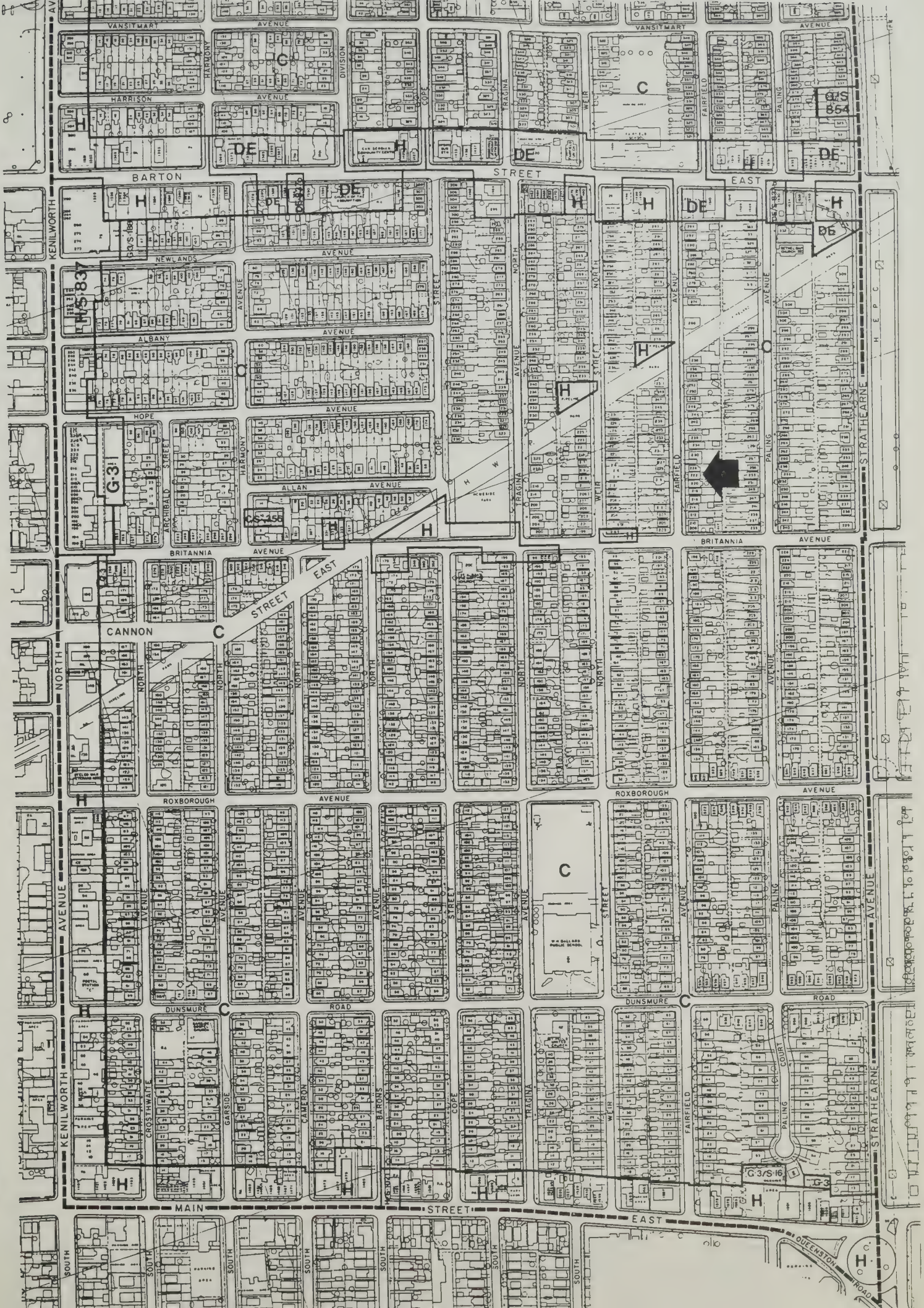
The Traffic Department has received a request from Mr. James Large, 222 Fairfield Avenue, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped.

Fairfield Avenue has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped resident's homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social

Services. The Social Services Department has advised that Mr. Large possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. The resident at No. 219 Fairfield has advised that she has no objection to having the necessary signs erected in front of her property, and therefore, the Traffic Department concurs with the request.









5191

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

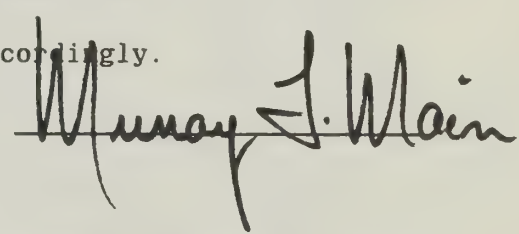
DATE: 1990 March 26  
COMM FILE:  
DEPT FILE: TEC-70-90

SUBJECT:

153 McAnulty Boulevard - Request for Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of McAnulty Boulevard commencing at a point 85 feet west of Martimas Avenue and extending to a point 20 feet westerly therefrom, and on the south side of McAnulty Boulevard commencing at a point 62 feet west of Martimas Avenue and extending to a point 20 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Renald Beaulieu, 153 McAnulty Boulevard; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department's operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. R. Beaulieu, 153 McAnulty Boulevard, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped.

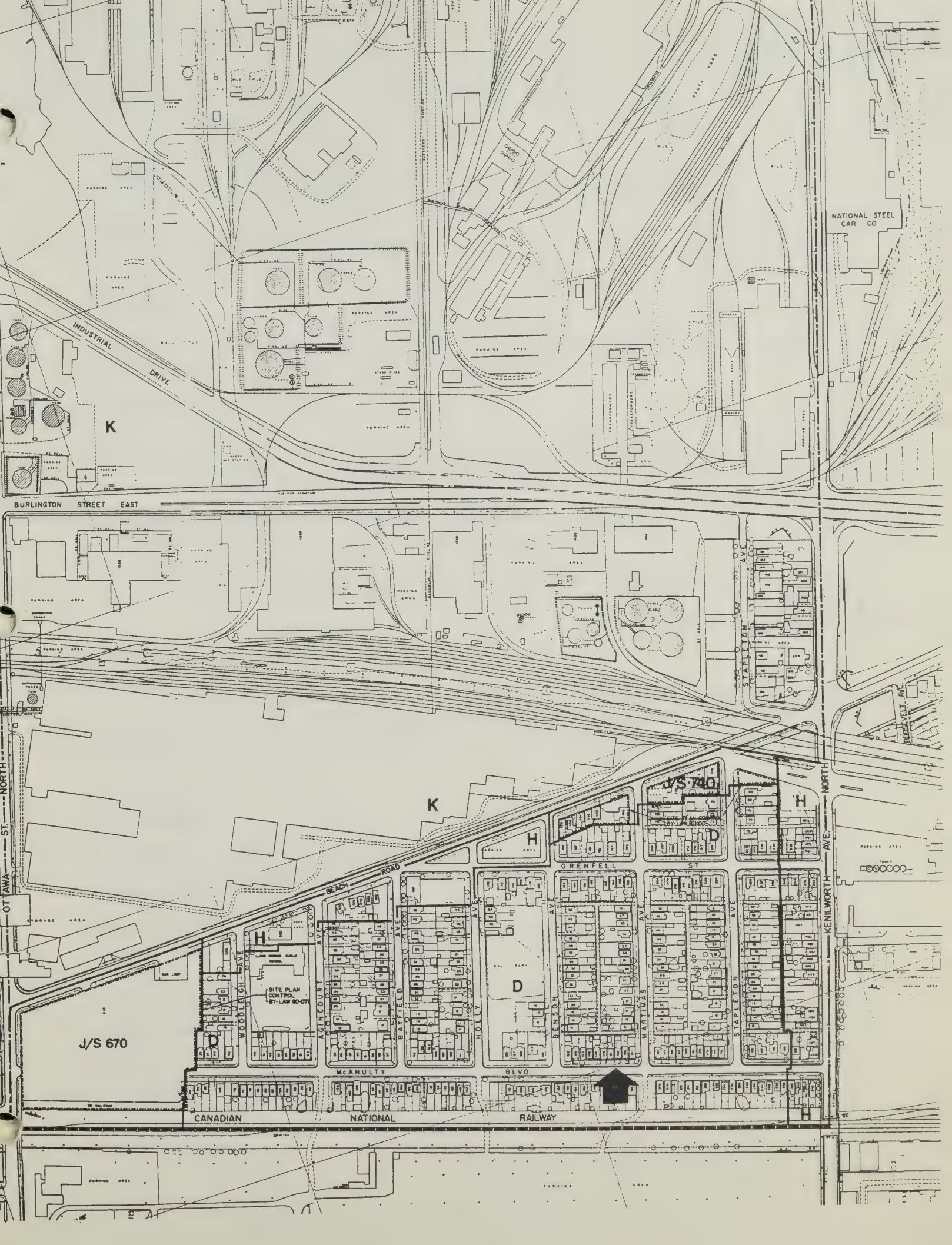
McAnulty Boulevard has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Beaulieu possesses



a valid handicapped permit. An investigation has revealed that the resident has a front yard parking space, but this space is too small to accommodate Mr. Beaulieu's van.

Mrs. Koplin who owns the properties at Nos. 151 and 180 has advised that she has no objection to having the necessary signs erected in front of her properties. Therefore, the Traffic Department concurs with the request.







5 (h)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 26  
COMM FILE:  
DEPT FILE: TEC-69-90

SUBJECT:

37 Magill Street - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Magill Street commencing at a point 345 feet north of York Boulevard and extending to a point 20 feet northerly therefrom, and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. J. Leaist, 37 Magill Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department's operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

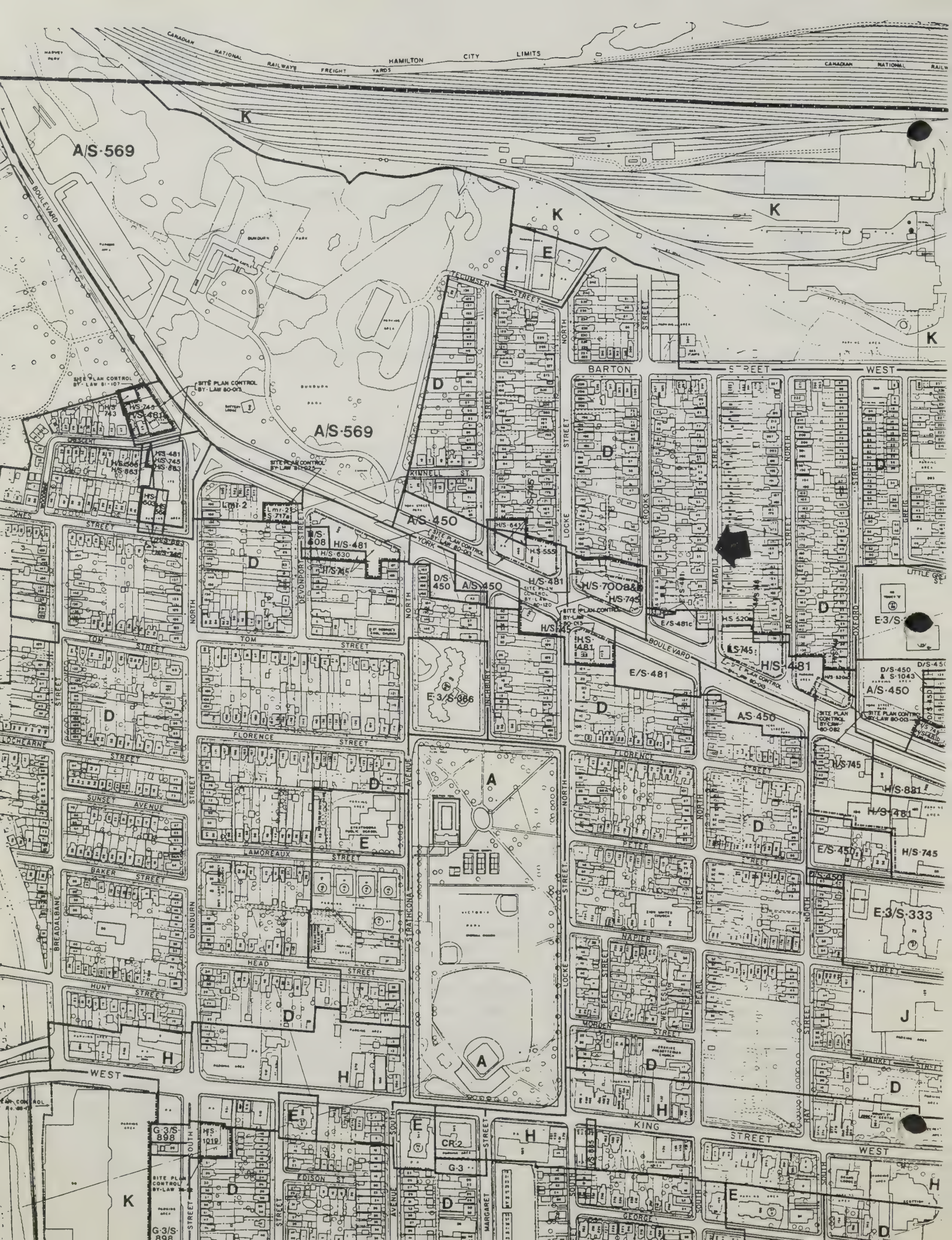
BACKGROUND:

Alderman Mary Kiss has advised of a request from Mr. J. Leaist, 37 Magill Street, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped.

Magill Street has a 24 foot pavement width, and presently, parking is permitted on the west side and prohibited on the east side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped resident's homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Leaist possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.







5 (i)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

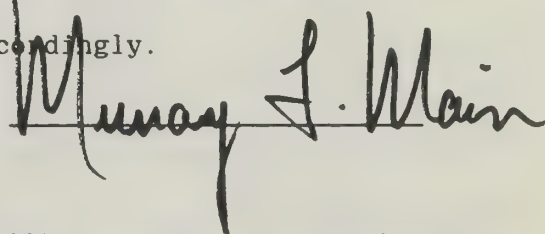
DATE: 1990 March 26  
COMM FILE:  
DEPT FILE: TEC-73-90

SUBJECT:

The east side of Chestnut Avenue, north of Cannon Street -Request for Wheelchair Loading Zone.

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only", regulation be implemented on the east side of Chestnut Avenue commencing at a point 188 feet north of Cannon Street and extending to a point 22 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

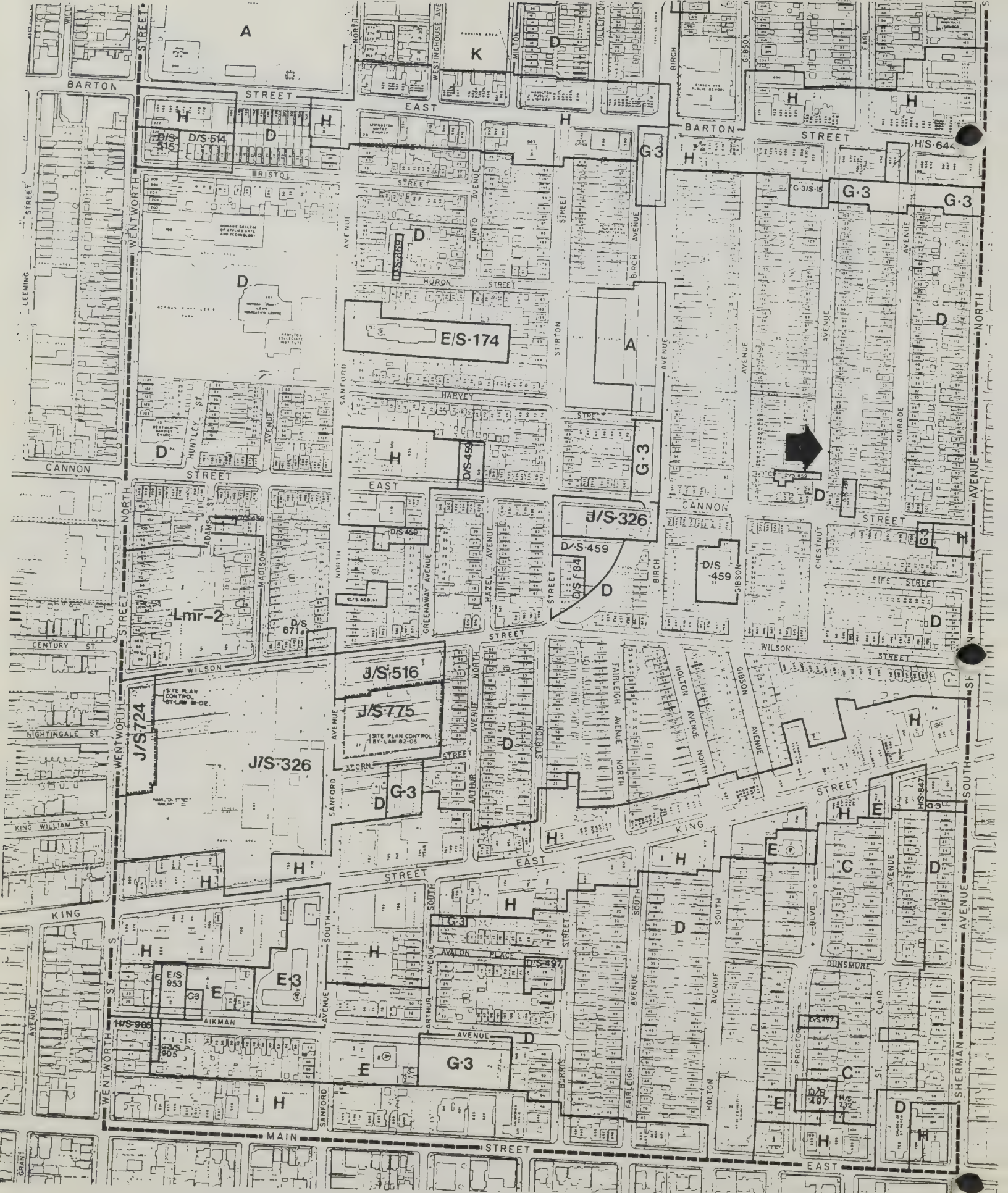
Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mr. Walter Soroka, 54 Chestnut Avenue, has requested that a wheelchair loading zone be implemented in front of his home to allow Darts buses to load and unload on the street directly in front of his property because he is handicapped.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested "No Stopping, Wheelchair Loading Only" regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property, and therefore, Traffic Department would not anticipate any parking problems resulting for other area residents and concurs with this request.





FOR ACTION

6 (a)

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 19

COMM FILE:

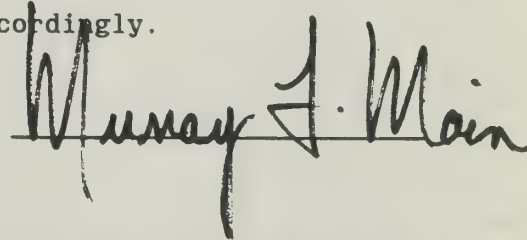
DEPT FILE: TEC-65-90

SUBJECT:

Intersection of Eaglewood Drive and Sinena Avenue - Intersection Control

RECOMMENDATION:

- a) That westbound traffic on Sinena Avenue be required to stop for northbound and southbound traffic on Eaglewood Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

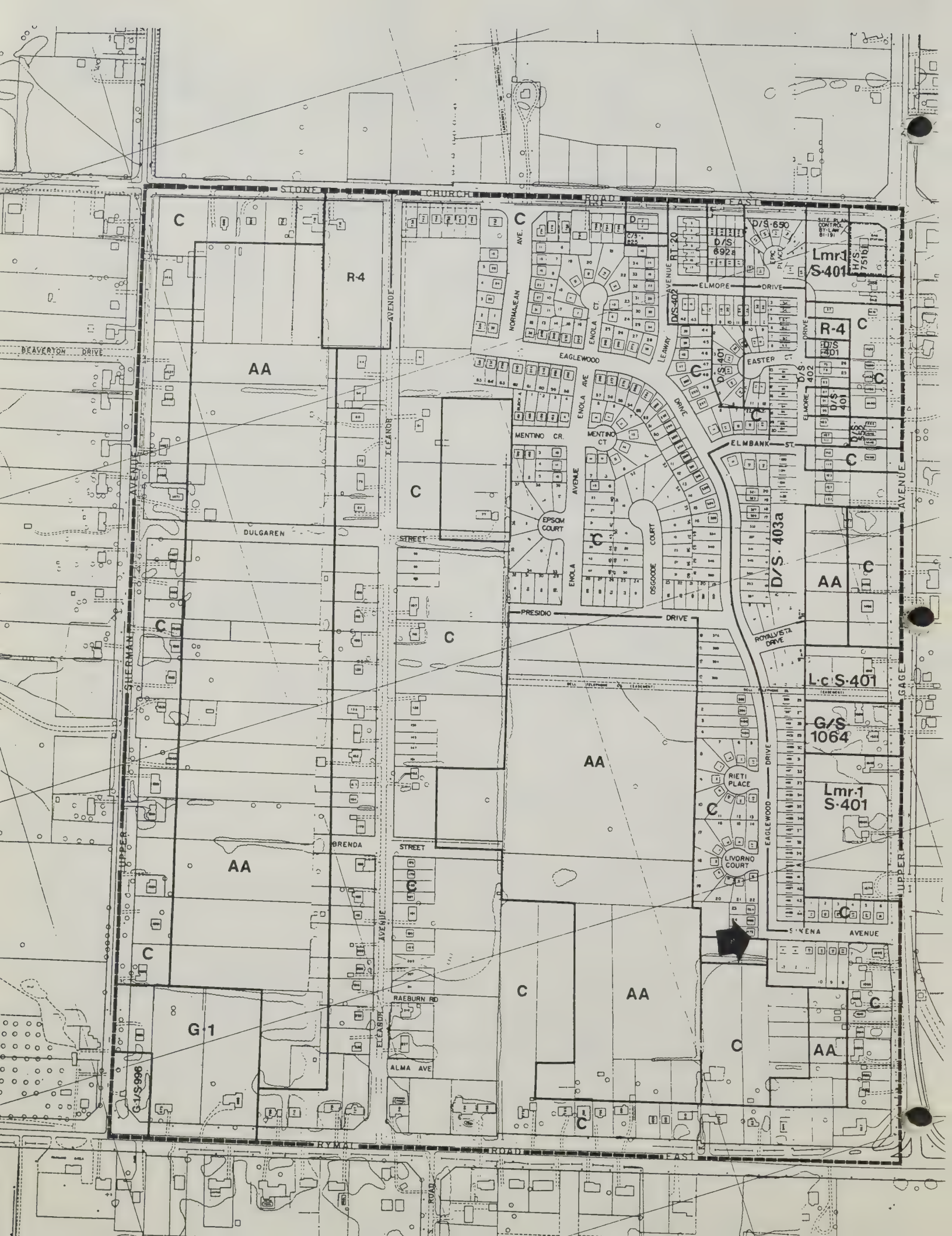
BACKGROUND:

The Traffic Department has received a request from Mr. Robert Northey, 2 Sinena Avenue, that three-way stop control be implemented at the intersection of Eaglewood and Sinena.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection since its construction. Thus the intersection is operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that westbound traffic on Sinena would be required to stop for northbound and southbound traffic on Eaglewood.







6(b)

FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

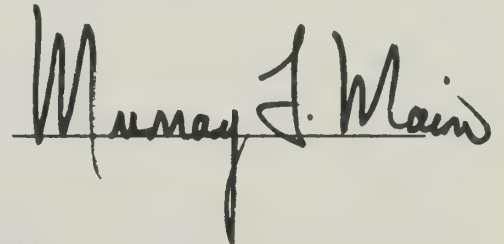
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 21  
COMM FILE: 3-9.4  
DEPT FILE: TEC-67-90

SUBJECT: Intersection of Paris Avenue and Lockheed Drive - intersection control.

RECOMMENDATION:

- a) That a stop sign be erected to control eastbound traffic on Paris Avenue at Lockheed Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



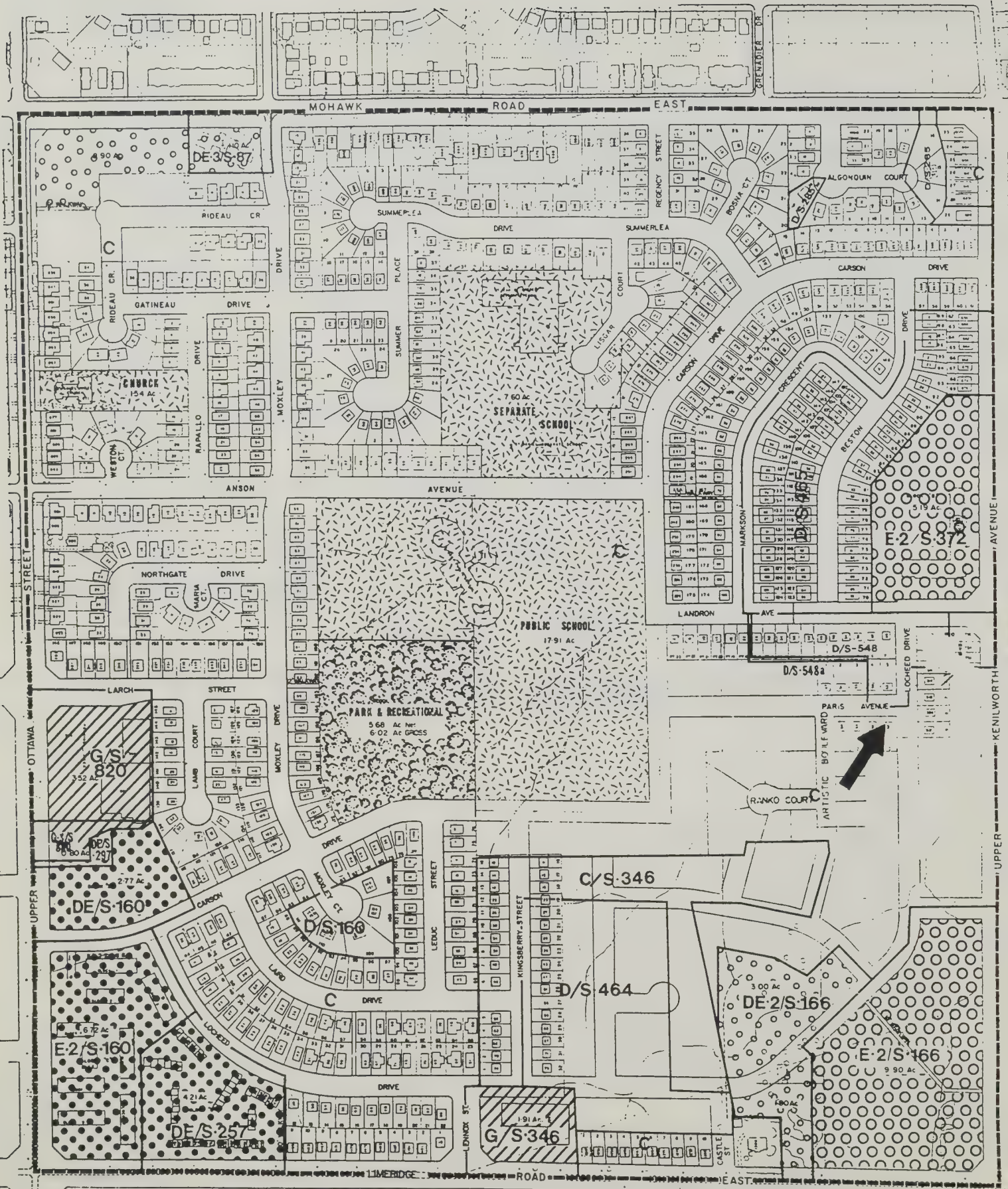
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting, and maintaining the required stop signs.

BACKGROUND:

An area resident has requested that stop control be implemented at the intersection of Paris Avenue and Lockheed Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection since it was constructed approximately one year ago. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting the stop sign on the stem of this "T" type intersection, such that eastbound traffic on Paris Avenue would be required to stop for northbound and southbound traffic on Lockheed Drive. Therefore, the Traffic Department concurs with this request.





7.

Corporation of the City of Hamilton  
Memorandum

\*\*\*\*\*

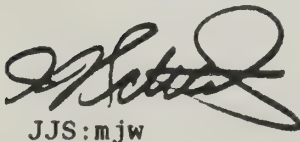
TO: Chairman and Members  
Transport and Environment Committee  
YOUR FILE:

FROM: Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee  
OUR FILE:  
PHONE: 546-2727

SUBJECT: PRINCESS STREET BETWEEN  
EARL STREET AND SHERMAN AVENUE - PARKING REGULATIONS  
DATE: 1990 March 28

Sub-joined is a copy of Sub-section 10 (d) of the FIFTH Report of the Transport and Environment Committee which was referred back by City Council at its meeting held Tuesday, March 27, 1990.

Also attached please find a copy of the Director of Traffic Services' report dated March 1, 1990 respecting this matter.



JJS:mjw

Attachment

c.c. Alderman D. Drury

10. (d) That a "Permit Parking" regulation be implemented on both sides of Princess Street between Earl Street and Sherman Avenue; and that the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the 14 residential properties abutting the block and any additional permits (to a maximum of 20) on a first come first served basis.



## FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 1  
COMM FILE: 3-9.2  
DEPT FILE: TEC-52-90

SUBJECT: Princess Street between Earl Street and Sherman Avenue -  
Parking Regulations

RECOMMENDATION:

- 1C.(d)  
5
- a) That a "Permit Parking" regulation be implemented on both sides of Princess Street between Earl Street and Sherman Avenue; and
  - b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the 14 residential properties abutting the block and any additional permits (to a maximum of 20) on a first come first served basis; and
  - c) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the charge of \$1.00 per month for a parking permit will off-set the cost to some degree.

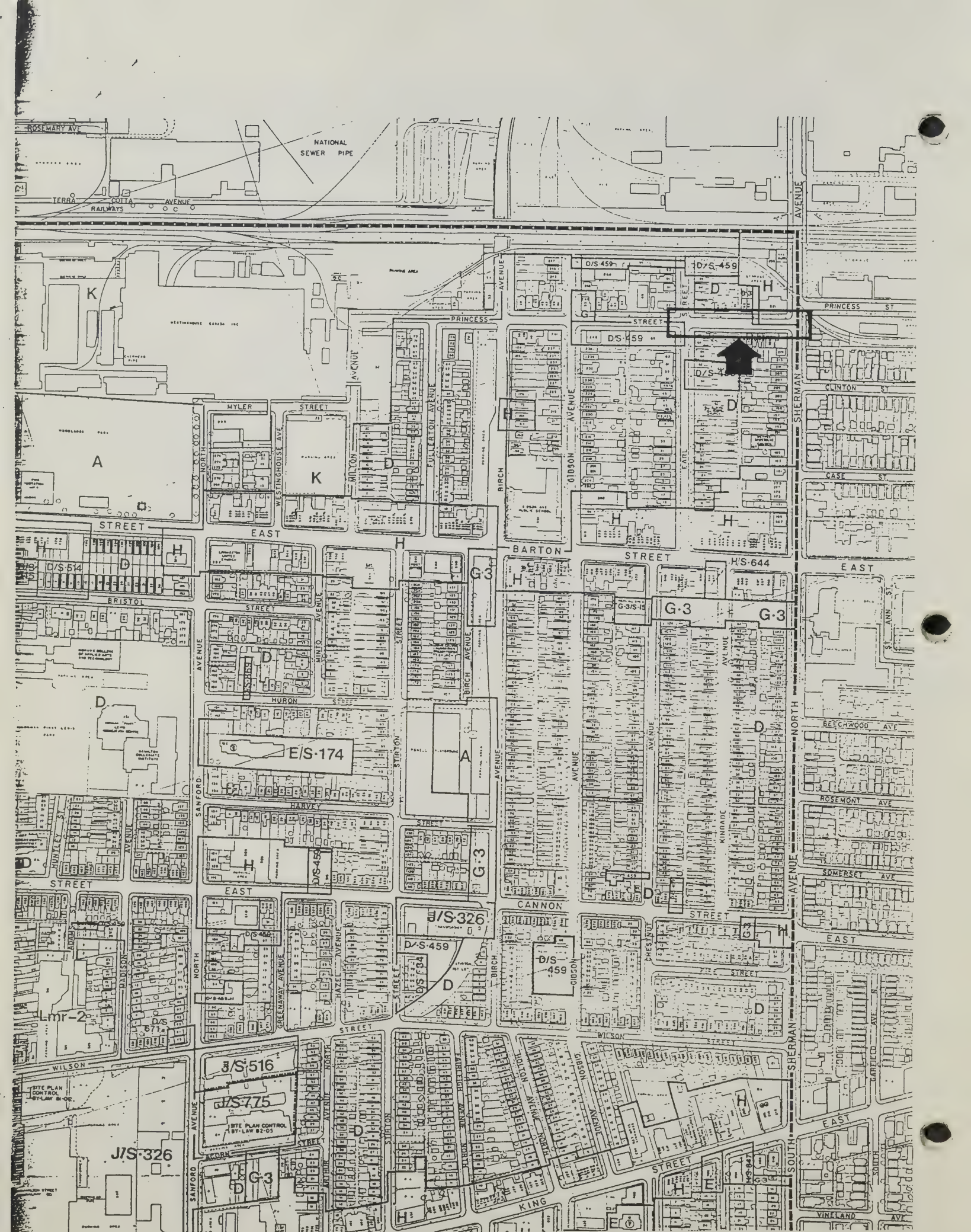
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 11 of the 14 one, two and three family dwellings abutting Princess between Earl and Sherman requesting that a "Permit Parking" regulation be implemented on this section of street. All eleven residents are in favour of the proposed regulation. Presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department has contacted the three residents who did not sign the petition. One resident is in favour and two are opposed to the proposed regulation. A total of 13 permits would be required by the abutting residents. An investigation has revealed that there is a total of 20 legal on-street parking

spaces on the north and south sides of the street in this area. Therefore, since 86% of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.







FOR ACTION

8 (e)

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 March 13  
COMM FILE: 3-2.2  
DEPT FILE: 90-7000

SUBJECT: Appointment of Municipal Weed Inspectors

RECOMMENDATION:

That the City Solicitor be authorized and directed to amend By-law 87-144. Appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 15 inspectors:

R. Yanke	R. Wells
A. Mancini	R. Pyne
A. Boers	P. Booker
R. Farthing	D. Cowan
C. Gibbs	D. Pomfret
P. Tompkins	J. Pook
D. Danby	C. Firth-Eagland
D. Boyer	

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

*J. G. Pavelka*

BACKGROUND:

Copy of draft By-law attached.

To respond to complaints during the season, it is necessary to appoint weed inspectors to enforce The Weed Control Act.

RS/jdh  
Attach.

c.c. P. Noé Johnson, City Solicitor  
Attn: L. Lawrence

The Corporation of the City of Hamilton

BY-LAW NO. 90-

To Amend:

By-law No. 87-144

Respecting:

**MUNICIPAL WEED INSPECTORS**

**DRAFT**  
FOR DISCUSSION PURPOSES  
ONLY

CITY SOLICITOR  
THE CITY OF HAMILTON

**WHEREAS** By-law No. 87-144, passed on the 12th day of May 1987, provided for the appointment of Municipal Weed Inspectors under subsections 6(1) and 8(1) of the Weed Control Act, R.S.O. 1980, Chapter 530 and appointed twenty-two inspectors;

**AND WHEREAS** it is intended to revise the list of appointed Municipal Weed Inspectors.

**NOW THEREFORE** the Council of The Corporation of the City of Hamilton enacts as follows:

1. Section 2 of By-law No. 87-144 is repealed and the following substituted therefor:

The following persons are hereby appointed Municipal Weed Inspectors to enforce the Weed Control Act in the City of Hamilton:

A. Boers	A. Mancini
P. Booker	D. Pomfret
D. Boyer	J. Pook
D. Cowan	R. Pyne
D. Danby	P. Tompkins
R. Farthing	R. Wells
C. Firth-Eagland	R. Yanke
C. Gibbs	

2. In all other respects, By-law No. 87-144 is hereby confirmed, unchanged.

**PASSED** this                      day of                      A.D. 1990.

City Clerk

Mayor

FOR ACTION

8(b)

REPORT TO: Secretary, Transport and Environment Committee

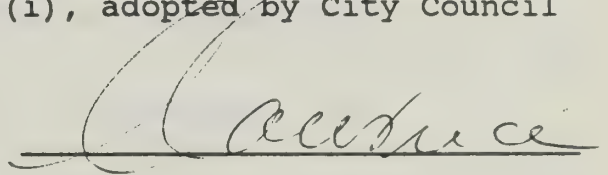
FROM: Ms. Patrice Noé Johnson  
City Solicitor

DATE: 1990 March 21  
COMM FILE:  
DEPT FILE: 65-1/90.17

SUBJECT: By-law to Incorporate Part 1, Plan 62R-10173 into  
CYPRUS DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 7(g)(i), adopted by City Council on March 14, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 14, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Aspen West - Phase 4" be registered first. This has now been complied with.

c.c. Mr. E. M. Gill, Acting Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk  
:sr  
Att.



Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PART 1, PLAN 62R-10173  
INTO CYPRUS DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Cyprus Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Cyprus Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this                      day of                      A.D. 1990.

City Clerk

Mayor

SCHEDULE 'A'

Part of Lot 12, Concession 7,  
in the geographic Township of Barton  
designated as Part 1 on Plan 62R-10173  
City of Hamilton  
Regional Municipality of Hamilton-Wentworth





FOR ACTION

8 (c)

REPORT TO: Secretary, Transport and Environment Committee

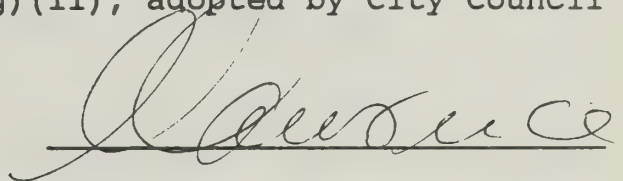
FROM: Ms. Patrice Noé Johnson  
City Solicitor

DATE: 1990 March 21  
COMM FILE:  
DEPT FILE: 65-1/90.18

SUBJECT: By-law to Incorporate Block 42, Plan 62M-495 into  
ROCKVIEW AVENUE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 7(g)(ii), adopted by City Council on March 14, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 14, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Aspen West - Phase 4" be registered first. This has now been complied with.

c.c. Mr. E. M. Gill, Acting Commissioner  
Regional Engineering Dept.  
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk  
:sr  
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE BLOCK 42, PLAN 62M-495  
INTO ROCKVIEW AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rockview Avenue by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Rockview Avenue.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this                      day of                      A.D. 1990.

City Clerk

Mayor

(1989) 6 R.T.E.C. 7(g)(ii) March 14

SCHEDULE 'A'

Parcel Reserve -1

Section 62M-495

All of Block 42, Plan 62M-495

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.





11:45

09 MARCH 90

REC

MAR 12 1990

Mr. K. E. Avery, City Clerk,  
City Hall, 71 Main ST west,  
Hamilton , Ontario

CITY CLERKS

Dear Mr. Avery,

I am responding to the public notice for citizens wishing for appointment on the Hamilton Entertainment and Convention Facilities Inc..

At the present time I am employed by the Hamilton Wentworth Regional Police, I hold the rank of sergeant. After two years as a patrol sergeant have been transferred into an administrative role in the Records Branch.

**Educational background:**

1977 B.A. McMaster University Political Science.

1990 B.A. McMaster University Labour Studies.(2 months from completion)

There are a number of other certifications.

**Similar Work:**

I spent 3 years on the Citizens Advisory Planning Committee for the Town Of Ancaster 1985/88. This included a year as chairman.

**Why:**

I enjoy different challenges and feel that my education and experiences may help the committee as it serves the people of our region.

Yours Truly,

  
Vincent DeMascio

2 Wade Rd.

Ancaster, Ontario

L9G 3Y2





March 9th, 1990

11:50

Mr. Keith Avery  
City Clerk  
City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

RECEIVED

MAR 14 1990

CITY CLERKS

Dear Sir:

Re: H.E.C.F.I. Application

Please receive my letter of application for a position on the Hamilton Entertainment and Convention Facilities Inc. Board of Directors. I am currently serving on the Library Board as a City appointee. Of course, should I be fortunate and receive support for my application, I would tender my resignation from that particular Board.

I am interested in such a position for a number of reasons. These can be summarized from the point of view of service to the community in an area to which I would bring years of experience and dedication.

As many members of Council will know, I have been active on the Board of Festitalia Corporation for over ten years. I have been the volunteer Executive Director of the Hamilton Dante Centre for Italian Language and Culture Inc. for well over ten years and I have served as an elected official as a trustee representing Separate School electors on the Hamilton Board of Education for approximately ten years as well.

My involvement in organizing cultural events as well as sports oriented events would be an asset to the Board of H.E.C.F.I. I believe, as well, that my present position as Superintendent of Education allows me the flexibility to participate during the scheduled meetings.

Should you require further information, I would gladly provide you with a curriculum vitae.

Sincerely



Angelo V. Di Ianni, B.A., M.Ed.

AD:aa

34 Fern Place  
Hamilton, Ontario  
L8T 2K4

Phone: Res. 385-1903  
Bus. 632-6300 Ext. 126



11:55



# UNITED STEELWORKERS OF AMERICA

DISTRICT 6

1031 BARTON ST. E., HAMILTON, ONTARIO L8L 3E1

416/545-3008

RECEIVED

LEO W. GERARD,  
District Director

March 2, 1990

MAR 2 1990

Mr. K. E. Avery, City Clerk,  
71 Main Street West,  
Hamilton, Ontario.  
L8N 3T4

CITY CLERKS

Dear Mr. Avery:

My name is Tony DePaulo and I am writing this letter to apply for the vacant position on the H.E.C.F.I. Committee.

In doing so, I feel that I could become an asset to the Committee because I would be bringing with me some experience.

At present I am Vice-Chairman of the Canadian Football Hall of Fame Management Committee and also on the Hall of Fame Induction Dinner Committee. I have also been involved with various Committees at the United Way.

Currently I am working for the United Steelworkers of America and I am their representative on the Steering Committee for the Canada Steel Science and Technology Centre.

Thank you for your time and I am hoping to hear from you soon.

Yours very truly,

Tony Depaulo.





9.

FOR ACTION

APR 02 1990

REPORT TO: Mr. J. Thompson  
Secretary, Finance & Administration Committee

FROM: Mr. J. Johnston  
Commissioner of Human Resources

DATE: 1990 April 2  
COMM FILE:  
DEPT FILE: C-019-90

SUBJECT:

Request for Financial Support from Mr. Ed Thomas

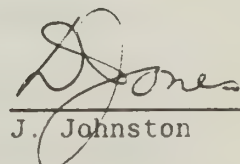
RECOMMENDATION:

- (i) That Mr. E. Thomas' request for time off be granted on the basis of a Non Paid Leave of Absence.
- (ii) That the Committee consider financial support in the way of an allowance of \$4,000 to assist Mr. Thomas. This will allow him to hire a student to assist in the preparation of his book on the history of Local 5, C.U.P.E.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

One student @ \$8.00 per hour for 12 weeks = \$3,840.00 approximately.

BACKGROUND:

*for*   
\_\_\_\_\_  
J. Johnston

cc: Mr. J. Pavelka, Director of Public Works



March 20, 1990

Finance and Administration Committee

This is a revised budget I am submitting in order to fulfil my dream to bring to light the proud history of this CITY/UNION. This book is intended as a history of not just the union but a history of Hamilton. Public employees have had a big hand in making this City what it is - a vibrant beautiful place to live. The physical writing of this book will take time and a great deal of effort. The time that I am requesting from the City is a mere fraction of what will be required. But I am amending my original request of six months paid leave. I have already accumulated a great deal of research and have formulated a very strong outline, all on my own time. The time has come when I need the Cities support. There is just so much information to go through and in order to be completely thorough I need time and assistance in order to do justice to the task at hand, namely giving Hamilton's proud history the voice it deserves.

I am more than willing to meet with the Committee to discuss this further as a delegation from Local Five at your convenience.

Yours truly,

Ed Thomas  
Vice-President

COSTING DETAILS

SALARY AND BENEFITS FOR 3 MONTHS

1. - \* 1990 HOURLY RATE \$13.60 X 8 X 5 X 13 = \$7,176.00
2. - \*\* BENEFITS 17% = \$1,219.92
3. ONE STUDENT @ \$8.00/HOUR FOR 12 WEEKS = \$3,840.00

TOTAL COST = \$12,235.92

\* HOURLY RATE SUBJECT TO 1% INCREASE IN JULY/90

\*\* SUBJECT TO CHANGE DUE TO JULY 1ST WAGE INCREASE



10.

FOR ACTION

REPORT TO: Chairman and Members  
Finance & Administration Committee

FROM: Mr. J. D. Thompson, Secretary  
Finance & Administration Committee

DATE: 1990 April 2  
COMM FILE:  
DEPT FILE:

SUBJECT: INSTITUTIONAL AND MUNICIPAL PARKING CONGRESS -  
1990 INTERNATIONAL PARKING CONFERENCE AND EXPOSITION

RECOMMENDATION:

That the attached request of Mr. W. P. Turner, Director, Fire Safety, Security and Parking Services dated 1990 March 14 addressed to Alderman V. J. Agro for the City of Hamilton to host a light lunch for 200 to 250 Hospital/University delegates touring selected parking facilities in Hamilton as part of their 1990 Conference at a cost of approximately \$2 000 be referred to the Region's Economic Development and Planning Committee for consideration and recommendation.

FINANCIAL IMPLICATIONS:

See above recommendation.



BACKGROUND:

Based on the potential of City of Hamilton hosting a future International Parking Conference and Exposition which would attract over 1,000 delegates and having regard to the fact that the 1990 Special Civic Reception and Delegate Hostings Account has been expended, it is recommended that this request be referred to the Region's Economic Development and Planning Committee.



CITY COUNCIL  
HAMILTON, CANADA

Alderman Vince Agro

---

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

20 March 1990

Mr. J. Thompson, Secretary  
Finance & Administration Committee

Dear Mr. Thompson:

Attached is a copy of a letter I received from Mr. Paul Turner which is self explanatory.

Could you please place this matter on the agenda of the next meeting since there is a timing urgency with this request.

Thank you for your cooperation in this important matter.

Sincerely,

Vince Agro  
Alderman, Ward 2

VJA:sn

Attch.

c.c. Mr. Peter Baker, Manager, Hamilton Parking Authority  
Mr. W. P. Turner, Chedoke-McMaster Hospital, Box 2000, Stn. A., Hamilton,  
L8N 3Z5

# Chedoke-McMaster Hospitals

CHEDOKE HOSPITAL

1200 Main Street West, Hamilton  
L8N 3Z5  
(416) 521-2100

Box 2000, Station 'A', 1200 Main Street West, Hamilton, Ontario L8N 3Z5 (416) 521-2100

McMASTER UNIVERSITY  
MEDICAL CENTRE

1200 Main Street West, Hamilton  
L8N 3Z5  
(416) 521-2100

March 14, 1990

Corporation City of Hamilton  
Attention: Alderman Agro  
71 Main Street West  
Hamilton, Ontario  
L8P 1H4

Dear Mr. Agro

As you are aware, the Institutional and Municipal Parking Congress are holding their 1990 International Parking Conference and Exposition in Toronto in June. The City, University and ourselves usually send delegates to these Conferences.

Both Mr. Baker of your Parking Authority and I are on the Host Committee. Mr. Baker has arranged the Pipes and Drums of the Argyll and Sutherland Highlanders of Canada (Hamilton) to open the Conference. A normal session of the Conference is to tour selected Airport, Municipal University and Hospital Parking facilities. At the first meeting of the Committee I offered, as a member of the IMPC Board of Advisors that our Hospital and University host the Hospital and University Tours. My ulterior motive was to expose Hamilton to some of the delegates in the hope of hosting a future workshop which attracts approximately 1000 delegates. My offer was met with a rather significant silence from the Toronto delegates, particularly the University of Toronto.

We have now been selected to host the facility tours for the University and Hospital delegates who will be bussed back and forth. There is normally 200-250 Hospital/University delegates touring the selected parking facilities

The reason for this letter is that, having been successful, I realize that we are faced with a whirlwind tour due to time constraints. Leave Toronto Sheraton Centre at approximately 9:30 am and have the delegates back in time for lunch at noon.

Would it be possible for the City of Hamilton to host a light lunch - sandwiches, coffee at Dundurn Park? This would extend our return to approximately 1:30 pm. Municipal delegates, of course, are touring Toronto Parking Authority. I selected Dundurn Park due to it being on the return route to Toronto and it would show delegates an interesting side of Hamilton.

I would appreciate any assistance you can give me in "showing off" Hamilton. The Hamilton portion of the Workshop and Exposition is scheduled for June 6, 1990.

Yours Sincerely

CHEDOKE-McMASTER HOSPITALS

*W. Paul Turner*

W.P. Turner  
Director  
Fire Safety, Security & Parking Services

cc: P. Baker

Affiliated with the

Faculty of Health Sciences McMaster University





1306

Rec. Mar 26/90

M

The Keith Avery ~~that~~  
 City Clerk  
 Corporation City of Hamilton

11:25

1911

Dear Sir:

I would like to submit my application  
 to serve as a member of the H. F. C. F. I.  
 Board of Directors.

As the former Director of Culture  
 and Recreation for the City of Hamilton  
 I am confident that my knowledge,  
 years of experience, and keen interest  
 in serving the City of Hamilton, would  
 be an asset to your Board.

I look forward to a personal interview  
 to answer any questions with respect  
 to this application, and further, to  
 assure the Committee of my sincere  
 desire to contribute to a Board which  
 plays such a major role in promoting  
 the City's image, and sense of great  
 pride.

Sincerely yours,  
 (Miss) Audelle Schmitt  
 3 Robt Avenue  
 Stoney Creek  
 L8G 1N5  
 662-6659





RECEIV

12:00

MAR 12 1990

Mrs. G. H. Freckleton,  
201-180 George Street,  
Hamilton, Ontario  
L8P 1E8

CITY CLERKS

March 08, 1990

City of Hamilton,  
City Hall,  
71 Main Street West,  
Hamilton, Ontario  
L8N 3T4

Attention: Mr. K. E. Avery  
City Clerk

Dear Mr. Avery:

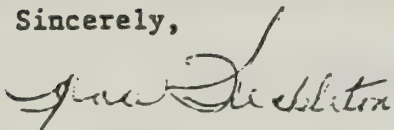
Serving on the Hamilton Entertainment and Convention Facilities  
Inc. Board is of interest to me.

Born and raised in Hamilton, I have been involved in several  
activities and organizations within the Region of Hamilton-Wentworth.  
Presently I am an active member of Canadian Warplane Heritage, Mount Hope,  
Ontario.

Recently retired, I have the time, energy and motivation needed  
to serve on this committee.

Your consideration is appreciated.

Sincerely,



Grace H. Freckleton

GHF:lb

Attach.: (Employment History & Community Involvement)

## EMPLOYMENT EXPERIENCE

October 1971 - 1988

MINISTRY OF CORRECTIONAL SERVICES  
Hamilton, Ontario

### PROBATION/PAROLE OFFICER (II)

- \* Supervise an active caseload of over one hundred clients as per the conditions of their Probation Orders.
- \* Prepare Pre-Sentence Reports for Supreme, District and Provincial Courts.
- \* Provide front-line counselling to clients concerning a variety of personal problems, including: psychological, psychiatric, interpersonal skill deficits, substance abuse, lifeskills, education and employment.
- \* Maintain good working knowledge of community resources and Government Departments in the Hamilton-Wentworth Region and facilitate contacts through network of personal contacts.
- \* Supervise Volunteer Probation/Parole Officers.
- \* Access clients to community support services by way of referrals and monitor service through ongoing liaison and follow-up.

1977 - 1979

VOLUNTEER COORDINATOR & COMMUNITY  
SERVICE ORDER COORDINATOR  
Islington, Ontario

1969 - 1971

BURLINGTON FAMILY AND SOCIAL SERVICES  
Burlington, Ontario

### FIELD WORKER

- \* Counselling and administrative duties in dealings with clients and families.

1965 - 1968

ST. CHRISTOPHER'S COOPERATIVE PRE-SCHOOL  
Burlington, Ontario

### SUPERVISOR AND COORDINATOR

EMPLOYMENT EXPERIENCE

1960

McMASTER UNIVERSITY, PRE-SCHOOL TRAINING  
EDUCATION COURSE  
Hamilton, Ontario

## TEACHING ASSISTANT

- \* Responsible for the introduction and formation of this education course at McMaster University. Working in conjunction with the Nursery Education Association of Ontario, to which I belonged as a member of its Board of Directors, the course became accredited and established as a course by the NEAO in conjunction with McMaster. Accepted a teaching position in the course.

1955 - 1965

CHRISTOPHER ROBIN NURSERY SCHOOL  
Burlington, Ontario

## OWNER AND SUPERVISOR

EDUCATION

1968 - 1971

McMASTER UNIVERSITY  
Hamilton, Ontario

Bachelor of Arts Degree  
(Sociology)

1967 - 1968

McMASTER UNIVERSITY  
Hamilton, Ontario  
Certificate of Social Welfare

1966

UNIVERSITY OF TORONTO  
Institute of Child Study  
Pre-School Teaching Certificate

COMMUNITY INVOLVEMENT

1983 - 1987

- \* Member of Building Users' Committee  
Ontario Government Building.

1984

- \* United Way of Hamilton-Wentworth  
Treasurer - Ontario Government Building.

1983 - 1987

- \* Treasurer - Ladies Auxiliary 447 Wing  
R.C.A.F., Mount Hope, Ontario



COMMUNITY INVOLVEMENT

- |             |   |
|-------------|---|
| 1978        | ▪ Board of Directors - Citizen's Action Committee, Islington, Ontario.  |
| 1971 - 1973 | ▪ Advisory Board, Halton County High School.  |
| 1970        | ▪ Committee of Adjustment Services Burlington, Ontario.   |
| 1964 - 1966 | ▪ President - Hamilton Pre-School Education Association, Hamilton, Ontario.   |
|             | ▪ Board of Directors - Day Nurseries Branch.  |
| 1964 - 1966 | ▪ Coordinator of a Pilot Project for the Mental Health Clinic - Apprentice Programme for multi-delinquent families. |
| 1965        | ▪ Member of Ad Hoc Committee for the Hamilton Social Planning and Research Council.                                 |

REFERENCES

AVAILABLE UPON REQUEST.

RECEIVED

MAR 13 1990

LIN  
181 Jc  
Ham  
L8

12:05

13 March 1990

CITY CLERKS

Dear Mr Avery,

With regard to your recent advertisement inviting community participation on the boards of the Hamilton Entertainment & Convention Facilities Inc, and the Taxi Advisory Committee, I wish to offer myself as a candidate to sit on both.

I enclose my resume which reflects my flexibility, innovativeness, sense of openness & adventure and a taste for problem-solving.

I regard myself as a "people person" & have had extensive involvement in community associations & their management as my resume shows.

I have recently been invited to be a member of the Board of the Ottawa St. Y.W.C.A. Seniors Centre as well.

I shall be pleased to provide any other information you should need.

Yours Sincerely

Lino. F. Lobo

Lino P. Lobo  
181 Jackson Street, #2108  
Hamilton, Ontario  
L8P 1L8  
Telephone: (416) 523-0934

### Vocational Goal

---

To best utilize the skills which I have acquired through both my education and work experience

### Education

---

- 1989 Quality Control, Mohawk College, Hamilton
- 1964 Market Research Degree, Regent Street Polytechnic, London
- 1952 Bachelor of Arts, Economics, Bombay University, India

### Areas of Expertise Include

---

- |                               |                             |
|-------------------------------|-----------------------------|
| - Statistical Process Control | - Management Accounting     |
| - Blueprint Reading           | - Computer Literacy         |
| - Metrology                   | - Quality Management        |
| - Materials Testing           | - Customer Relations        |
| - Labour Relations            | - Small Business Management |

### Work Experience

---

- Designed and analyzed data from statistical experimentation
- Accounts Analyst for the Hamilton Board of Education
- Production Clerk at Stelco Inc.
- Sales Representative for the Canadian Scholarship Trust

### Strengths

---

- Good communication with people
- Ability and desire to try new ideas
- Able to problem solve



### Community Involvement

---

- 1988-Present: Member of the Boards of McQuesten Community Association and McQuesten Legal Aid Clinic, Hamilton
- 1972-Present: President, Ugandan Asian Society, Hamilton
- 1972-Present: Representative on the Hamilton Multicultural Council
- 1987: Volunteer, Canadian Cancer Clinic, Hamilton

### Hobbies and Interests

---

- Swimming
- Reading literature and biographies
- Theatre Arts: both as a spectator and as a participant

### References

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References available upon request





RECE 12:10

FEB 1

CITY CLERK'S

February 9, 1990.

City Clerk's Department  
City Hall  
71 Main Street West,  
Hamilton, Ontario  
L8N 3T4

Attention: Mr. Keith Avery:

Dear Mr. Avery:

I have been notified that Mr. Paul Cowell has resigned his position to the HECFI Board.

I have made two (2) applications to become part of the HECFI Board and I remain very positive and interested in a position.

Thankyou for your consideration.

Yours Truly,

Paul A. Pappas.

PAP/kew



November 2, 1989.

City Clerk's Department  
City Hall  
71 Main Street West,  
Hamilton, Ontario  
L8N 3T4.



Attention: Mr.E Simpson:

Dear Mr. Simpson:

Re: HAMILTON ENTERTAINMENT AND CONVENTION FACILITIES INC.

Please accept this letter of introduction and application to the position of Citizen's Member, to the Hamilton Entertainment and Convention Board.

My name is Pavlos A. Pappas. I am the owner and operator of Grapes and Things Restaurant and Winebar, 103 King Street East, Hamilton and Gaslight Restaurant and Lounge, 19 John Street South, Hamilton.

Presently and for the past seven (7) years I have been an active member of the Downtown BIA; Executive Board Member BIA 1982-present, Vice Chairman BIA 1982-1987, Chairman BIA Promotions Committee 1982-present.

As well I have taken part in Special Events and a Member of Committees and Organizations such as;

- Hamilton Special Events Advisory Committee 1982-1985
- Hamilton Pro-Am Golf Tournament Committee 1984
- Hamilton Homecoming 1984
- Hamilton Magna Carta Foundation 1983-1984
- Hamilton Wentworth Co-Operation Education Advisory Council 1987-present
- Hamilton Santa Claus Parade Committee 1983-1984
- Hamilton (downtown) Annual Bed Race Committee 1983-present
- Hamilton Folks Art Council 1980-1982
- Hamilton & District Chamber of Commerce 1983-present
- Dundas Youth Soccer Club Coach 1984-present

As a native Hamiltonian and Bussinessman there in, I am inspired by the on going and increasing development of our city to its fullest potential.

Your consideration to my application is appreciated and I look forward to future correspondence.

Sincerely,

A handwritten signature of Paul A. Pappas.

Paul A. Pappas.

PAP/kw

12:15

895 Upper Dage Apt 53  
Hamilton, Ont. L8V4K7

Dear Sir:

I wish to put my name  
forward to be on the Committee  
for "Keep Hamilton Clean  
Committee"

Have been a resident of the  
City of Hamilton since 1943.

I feel the citizens of Hamilton  
should learn that garbage belongs  
in containers and not on the  
streets and roadway.

I would like to see Hamilton  
a city we could all be proud  
of.

I am a Senior Citizen and  
on the executive board of the Sr.  
Citizens Council and the U.S.C.O.

Hoping I'll be one of the lucky ones.

Yours truly  
Berta Walton

Telephone no.: 388-0323





# Spotless the Litter Watchdog wants to clean

12:20

Spotless the Litter Watchdog is being unleashed in area malls to promote the on-going activities of the Keep Hamilton Clean committee.

With Spotless at his side, committee chairman, Alderman Brian Hinkley handed out leaflets, questionnaires and candy canes to shoppers passing by the committee's booth at Jackson Square recently. The spic and span two-some have also visited Lime Ridge and Centre malls.

"We're here to educate and to involve the people in keeping the city clean," said Mr. Hinkley. "And we're here to educate people on how to put out their garbage so that it doesn't end up on the streets, and to tell them about the services the public works department provides."

When committee members discussed the need for a mascot last year, local cartoonist Stephen Toth — author of The Herkimers comic strip — stepped in, and Spotless was born.

Mr. Hinkley said the committee tried several mascots, including the Litter Kitty and Peter Possum, before deciding on the white, squeaky clean dog.

Mr. Toth also lent his talent by drawing the cartoons featured in Spotless the Litter Watchdog, 1990 calendar. The calendar is suitable for coloring and is available for \$2 at city hall.

## Soaring popularity

In real life, Spotless stands just over five feet tall, is a great dancer and is very affectionate. His popularity has soared since going public about three months ago.

"Everybody loves Spotless," said Mr. Hinkley, and when asked what kind of a dog Spotless is, he added, "He's a mixed breed. He's a combination of things. He's not a pedigree."

During their mall visits, the duo have also been promoting Pitch-In Week, which the committee is presently organizing for April 30 to May 6. More than 22,000 people took part in this year's Pitch-In Week, collecting more than 49 tonnes (60 tons) of litter and debris from schoolyards, parks and ravines.

The pair also educates the public about the committee's annual Hot Spots Litter Tour which inspects the 10 worst locations in the city for unsightly litter, then follows up with letters to the owners.

## Post busters

The committee is also responsible for the Post Busters Campaign, which encourages citizens to tear off any bills they see on utility poles or other public property and mail them to city hall. The committee then writes letters to the companies and organizations listed on the bills, warning them that posting is illegal.

Citizens on the committee are appointed by city council and include Dave Olejnik, Paddy Chitty, Monique Dewyk, Ivan Boyko, Jane Evans, Susan Pacey, Barbara MacLeod and John Struger.

Anyone interested in helping can fill out the accompanying form (on this page) and mail it to the Keep Hamilton Clean committee, City Hall, 71 Main St. W., L8N 3T4 or call Mr. Hinkley at 546-2730. Volunteers are also needed.

Mr. Hinkley said it is important to keep Hamilton clean, not only for its residents but for the thousands of people who visit each year. Hamilton could earn the

reputation of being on most beautiful and clean in the world, he said.

"If people did not throw ter on the streets, if everybody would do just that, then there would not be any speck of litter anywhere," Mr. Hinkley said.

"And if everybody in the city would pick up a piece of litter everyday and put it in the garbage, the city would be spotless."

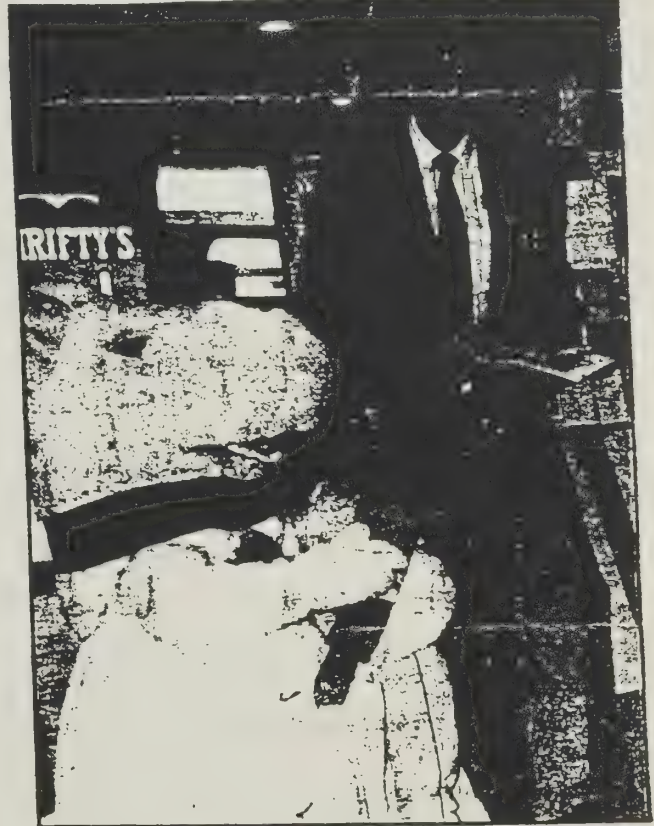


Photo by Angi Vida

ADAM SILVERBERG, 6, gets a pooch-size welcome from Spotless the Litter Watchdog, with dog's best friend Alderman Brian Hinkley standing by.

## I Want To Keep Hamilton Clean

### I AM WILLING TO DO THE FOLLOWING:

- ☐ I would like to be a post buster.
- ☐ I would like to participate in "Pitch-In" Week.
- ☒ I would like to become a member of the Keep Hamilton Clean Committee.
- ☐ I would volunteer some time to man community booths and help the committee at other public events.
- ☐ I would help in the following ways:

INTERESTED IN NEWSLETTER IF YOU

HAVE ONE. I MIGHT BE OF SOME

ASSISTANCE IN THIS AREA.

NAME: MR. ROBERT K. CHAPMAN

ADDRESS: 250 LIMERIDGE RD. - E. UNIT 24  
HAMILTON L9A 2S5

PHONE NUMBER: 388-9349



12:25

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I WANT TO KEEP HAMILTON CLEAN

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I AM WILLING TO DO THE FOLLOWING:

- ☐ I would like to be a post buster.
- ☐ I would like to participate in "Pitch-In" Week.
- ☒ I would like to become a member of the Keep Hamilton Clean Committee.
- ☐ I would volunteer some time to man community booths and help the committee at other public events.
- ☐ I would help in the following ways:

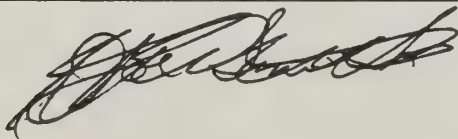
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NAME: Mary Markopoulos

ADDRESS: 45 Ray St. N.

PHONE NUMBER: 528-5811





12:30

MICHAEL DALE PARAYESKI, LL.B.

RECEIVED

Mar 9 1990

35 Paisley Avenue W.  
Hamilton, Ontario  
L8S 4G5

CITY CLERKS

March 9, 1990

City Clerk,  
City Hall, Hamilton

Dear Sir:

Re: Citizen Participation on the  
Property Standards Committee

I am responding to the recent announcement in the Hamilton Spectator indicating that a citizen member of the Property Standards Committee is required. I wish to offer myself as that member. Attached please find a brief curriculum vitae for the review of the selection committee.

As a rate payer, I am interested in the maintenance of the generally high property standards currently in place in Hamilton. I am anxious to repay the debt which I feel I owe to the city where I practice law and raise my daughter. Serving on the Committee would enable me to do that in a small way.

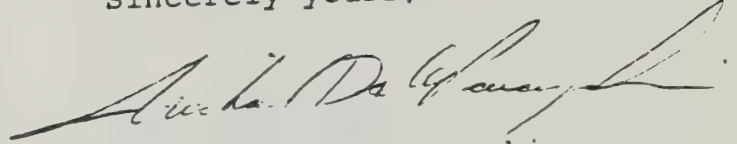
My practice does not include real estate transfer or development of any kind, and so I approach the field of property standards without preset impressions. At the same time, however, my education and experience would enable me to assist the Committee significantly in the area of statute and by-law interpretation.

. . . 2

- 2 -

Should the selection committee wish to hear from me further, I should be pleased to make myself available on short notice.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Michael Dale Parayeski". The signature is fluid and extends across the width of the page.

Michael Dale Parayeski



**MICHAEL DALE PARAYESKI**

**Born:** February 17, 1953 at Windsor, Ontario

**Marital Status:** married to Deborah Lee Parayeski; one daughter Margaret Alexandra

**Current Residence:** 35 Paisley Avenue, North, Hamilton, Ontario

**Education:**

- called to the Bar of the Province of Ontario, April 1980.
- Bachelor of Laws degree - University of Western Ontario, June 1978.
- undergraduate studies - Dalhousie University, Halifax, Nova Scotia.
- Grade 13 diploma - Winona High School, June 1972.

**Profession:**

- litigation partner at the law firm of Agro, Zaffiro, Parente, Orzel & Baker since February 1985.
- Bar Admission Course instructor - spring 1990.
- associate with Agro, Zaffiro, Parente, Orzel & Baker since call to the Bar until made a partner.
- articulated with Agro, Zaffiro, Parente, Orzel & Baker since obtaining LL.B until Bar Admission Course commenced September 1979.

**Memberships:**

Law Society of Upper Canada

Hamilton Law Association (current member of Education Committee; former member of Library Committee)

Hamilton Medical-Legal Society

Hamilton Lawyers' Club

St. Thomas More Lawyers' Guild

Canadian Bar Association

Michael Dale Parayeski

• • • • 2

**Other interests:** travel  
landscape art  
gardening

**Telephone numbers: Office:** (416) 527-6877  
**Residence:** (416) 523-4348

12:35

MILLAR, ALEXANDER, ISAACS & MILLAR

BARRISTERS & SOLICITORS

TEL

JOHN S. MILLAR, O.C.  
PETER, R. W. ISAACS, B.A., LL.B.  
JOHN PAUL MILLAR, B.A., LL.B.

SUITE 201 STELCO TOWER  
100 KING STREET WEST  
HAMILTON, ONTARIO  
L8P 1A2

MAR 16 1990

March 15th, 1990

City Clerk,  
City of Hamilton,  
71 Main Street West,  
Hamilton, Ontario

Attention: Mr. John Thompson:

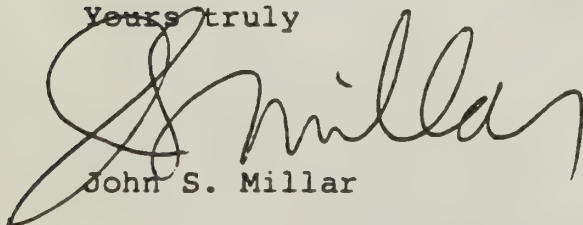
Dear Sir:

Re. Property Standards Appeal Committee

The writer understands there is a vacancy on the above Committee and wishes to confirm that he is willing to serve on same.

Please present this letter to the appropriate parties and advise if any further information is required.

Yours truly



John S. Millar

JSM:aa





12:40

RECEIVED

MAR 8 - 1990

895 Upper Gage Apt 53  
Hamilton, Ont.

L8V 4K7.

CITY CLERKS

Dear Sir:

I would like to submit my name to the "Taxi Advisory Committee" as a committee member.

I would like to see better service in the taxis. I called 3 times in an hour and a half and ended up having to take the bus to a Doctors Appointment. which made us late.

This wheel chair taxi I think is a very good idea.

I am a Senior Citizen so have time to put my full support to the committee.

Yours truly  
Andrew Keith

Phone# 389-9982





RECEIVED

MAR 13 1990

12:45

LINO F. LOBO  
181 Jackson St. W. #210  
Hamilton, Ont.

L8P-128

13 March 1990.

CITY CLERKS

Dear Mr Avery,

With regard to your recent advertisement inviting community participation on the boards of the Hamilton Entertainment & Convention Facilities Inc. and the Taxi Advisory Committee, I wish to offer myself as a candidate to sit on both.

I enclose my resume which reflects my flexibility, innovativeness, sense of openness & adventure and a taste for problem-solving.

I regard myself as a "people" person & have had extensive involvement in community associations & their management as my resume shows.

I have recently been invited to be a member of the Board of the Ottawa St. Y.W.C.A. Seniors Centre as well.

I shall be pleased to provide any other information you should need.

Yours Sincerely

Lino F. Lobo

Lino F. Lobo  
181 Jackson Street, #2108  
Hamilton, Ontario  
L8P 1L8  
Telephone: (416) 523-0934

### Vocational Goal

To best utilize the skills which I have acquired through both my education and work experience

### Education

- 1989 Quality Control, Mohawk College, Hamilton
- 1964 Market Research Degree, Regent Street Polytechnic, London
- 1952 Bachelor of Arts, Economics, Bombay University, India

### Areas of Expertise Include

- |                               |                             |
|-------------------------------|-----------------------------|
| - Statistical Process Control | - Management Accounting     |
| - Blueprint Reading           | - Computer Literacy         |
| - Metrology                   | - Quality Management        |
| - Materials Testing           | - Customer Relations        |
| - Labour Relations            | - Small Business Management |

### Work Experience

- Designed and analyzed data from statistical experimentation
- Accounts Analyst for the Hamilton Board of Education
- Production Clerk at Stelco Inc.
- Sales Representative for the Canadian Scholarship Trust

### Strengths

- Good communication with people
- Ability and desire to try new ideas
- Able to problem solve

### Community Involvement

---

- 1988-Present: Member of the Boards of McQuesten Community Association and McQuesten Legal Aid Clinic, Hamilton
- 1972-Present: President, Ugandan Asian Society, Hamilton
- 1972-Present: Representative on the Hamilton Multicultural Council
- 1987: Volunteer, Canadian Cancer Clinic, Hamilton

### Hobbies and Interests

---

- Swimming
- Reading literature and biographies
- Theatre Arts: both as a spectator and as a participant

### References

---

References available upon request





CAYON HBLA05-  
CST/TG

K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



*2nd floor*  
Mrs. J. McAnanama  
Chief Executive Officer  
Hamilton Public Library

THE CORPORATION OF THE CITY OF HAMILTON  
OFFICE OF THE CITY CLERK

TEL: 546-2700  
FAX: 546-2095

April 27, 1990

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, April 30, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

A handwritten signature in black ink, appearing to read "J. J. Schatz".

J. J. Schatz, Acting Secretary  
Transport and Environment Committee

A G E N D A

DELEGATION

(A) 10:30 a.m. (publicly advertised) Road Closure - Bedford Street

Approval of the Minutes of the Meeting held April 2, 1990

1. MAYOR R. M. MORROW

Destruction of the Ozone Layer

*T*





2. ALDERMAN H. MERLING

- (a) Funding for Promotion of 1991 National Safety Conference
- (b) Reconsideration - Boulevard Parking Fees - All Souls Rectory, Barton Street

3. ALDERMAN G. COPPS

Boulevard Parking - One, Two and Three Family Dwellings (Information Report)

4. ALDERMAN M. KISS

- (a) West Park Avenue - Drainage
- (b) Traffic Crossing Guard - Locke Street North and Napier Street

5. MANAGER, PURCHASING DIVISION

- (a) New Traffic Operations Centre, Cost Consultant Selection
- (b) Tender - Conversion of Parking Meters, Rates and Coin Types
- (c) Tender - Supply and Delivery of Traffic Paint

6. DIRECTOR OF PROPERTY

Demolition - 101-107 Mohawk Road East, Public Works Yard

7. DIRECTOR OF PUBLIC WORKS

- (a) Fees Increase - Installation of Banners over Main Street
- (b) Financial Support - History of C.U.P.E. Local 5



8. COMMISSIONER OF ENGINEERING

- (a) Incorporating City Lands into Streets, etc.
- (b) Inadvertent Encroachment Agreements
- (c) Discharge of Encroachment Agreement - 21 East Avenue South
- (d) Servicing Costs - Rymal Estates/The Gardens of Rymal, Phase 1
- (e) Outdoor Boulevard Cafe - Request to Lease the Public Road Allowance
- (f) Banner Application - Hamilton Literacy Council
- (g) Banner Application - Memorial Cup
- (h) Sidewalk Sale and Midnight Madness - Downtown B.I.A.
- (i) Temporary Street Closure - Street Festival - June 9 to June 10, 1990
- (j) Temporary Street Closure - Hess Street North, May 26, 1990
- (k) 1990 Street Lighting Program

9. AIR & WASTE MANAGEMENT ASSOCIATION ANNUAL CONFERENCE

Pittsburgh, Pennsylvania - June 24 to June 29, 1990 (No Copy)

10. DIRECTOR OF TRAFFIC

- (a) Norwood Park School - Off Street Parking/Loading Zone
- (b) Establishment of Contract Position - Traffic Signal Timing Project
- (c) Niagara Street, Request for a Loading Zone
- (d) Maplewood Avenue, Request for a School Bus Loading Zone
- (e) Edwina Place, Request for a School Bus Loading Zone
- (f) No. 151 Queen Street North - Time Limit Exemption Permit
- (g) Crockett and East 34th Streets - Corner Clearances
- (h) Cline Avenue South/Paul Street - Three-Way Stop Control
- (i) Prosecution of Parking Offences - Area Municipalities





11. PARKING REGULATIONS

- (a) Fraser Avenue between Argyle Avenue and Campbell Avenue
- (b) Jackson Street West between Ray Street South and Pearl Street
- (c) Hess Street South between Jackson Street West and Hunter Street West
- (d) Frid Street North of Chatham Street
- (e) Mulberry Street East of Bay Street
- (f) Crockett Street between East 31st Street and East 32nd Street
- (g) Inverness Avenue between Upper Wellington Street and East 11th Street
- (h) No. 159 David Avenue - Handicapped Parking

12. CITY SOLICITOR

- (a) A By-law Respecting the Construction of Local Improvements of a Concrete Sidewalk on the South Side of Barton Street from Kenora Avenue to Centennial Parkway as described in Schedule "A" thereto - Estimated Gross Cost - \$64 000.00
- (b) A By-law to Incorporate Part 10, Plan 62R-9436 into Presidio Drive
- (c) A By-law to Incorporate Parts 1 and 2, Plan 62R-11002 into Rexford Drive
- (d) A By-law to Incorporate Block 30, Plan 62M-644 into Acadia Drive
- (e) A By-law to Incorporate Parts 8 and 9, Plan 62R-6969 into Silverton Avenue
- (f) A By-law to Incorporate Parts 1, 2, 3 4, 5 and 6, Plan 62R-4121 into Templemead Drive
- (g) A By-law to Incorporate Block 80, Plan 62M-616 into Emperor Avenue
- (h) A By-law to Incorporate Block 74, Plan 62M-633 and Parts 10 and 11, Plan 62R-10931 into Bastille Street
- (i) A By-law to Incorporate Block 'B', Plan M-180 into Ottaviano Drive
- (j) A By-law to Incorporate Block 'A', Plan M-180 into Angelina Place
- (k) A By-law to Incorporate Block 44, Plan 62M-429 into Greenshire Drive
- (l) A By-law to Incorporate Part 3, Plan 62R-9668 into Crerar Drive



- (m) A By-law to Incorporate Part 1, Plan 62R-11032 into Jackson Street
- (n) A By-law to Incorporate Part 2, Plan 62R-11032 into Ferguson Avenue
- (o) A By-law to Incorporate Part of Reserve in William Strong's Survey, on Registered Plan 300 into Fairholt Road
- (p) A By-law to Incorporate All of Block 82 and Part of Block 81, Plan 62M-628 into Bastille Street
- (q) By-law to Incorporate Block 81, Plan 62M-628 into Brigade Drive

12. NEW BUSINESS

13. ADJOURNMENT





CA 40NHBLA05  
CSIT6

K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



**THE CORPORATION OF THE CITY OF HAMILTON**  
OFFICE OF THE CITY CLERK

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

TEL: 546-2700  
FAX: 546-2095

May 17, 1990

NOTICE OF MEETING

**TRANSPORT AND ENVIRONMENT COMMITTEE**

Wednesday, May 23, 1990  
12:00 o'clock noon  
Room 219, City Hall

A handwritten signature in cursive script, likely belonging to J. J. Schatz.

J. J. Schatz, Acting Secretary  
Transport and Environment Committee

A G E N D A

1. DIRECTOR OF TRAFFIC SERVICES/DIRECTOR OF PROPERTY

New Traffic Operations Centre

2. CITY TREASURER

Final Release of Holdback - Public Works Building - Rymal Road

3. COMMISSIONER OF ENGINEERING

Incorporating City Lands into Various Streets by By-law



**4. DIRECTOR OF TRAFFIC SERVICES**

- (a) Amendment to City of Hamilton Traffic By-law Respecting Disabled Parking Permits
- (b) Discharge of Residential Boulevard Parking Agreements
  - i. 16 Rowanwood Street
  - ii. 76 Leeming Street
- (c) Requests for School Crossing Guards
  - i. Intersection of Upper Gage Avenue and Loconder Drive
  - ii. Intersection of Sanatorium Road and Rice Avenue
- (d) Queen Victoria Drive, North of Queensbury Drive - Taxi Stand

**5. PARKING REGULATIONS**

- (a) West 1st Street between Monarch Road and Wembley Road - Parking Regulations
- (b) East 14th Street between Fennell Avenue and Brucedale Avenue - Parking Regulations
- (c) Ray Street South between Jackson Street West and Canada Street - Parking Regulations
- (d) Horning Drive - Parking Regulations
- (e) Elora Drive, Parking Regulations
- (f) 68 Graham Avenue North -  
Request for a Reserved Permit Parking Space for a Handicapped Resident
- (g) Carriagegate Drive and Parkplaza Drive - Intersection Control
- (h) Vittorito Avenue and Prins Avenue and Vittorito Avenue and Highridge  
- Intersection Control/Corner Clearances
- (i) Ellingwood Avenue, south of Oakland Drive - Extension of Corner Clearance
- (j) Albright Road at Albright Court - Driveway Clearances

**6. NEW BUSINESS****7. ADJOURNMENT**





FOR ACTION

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

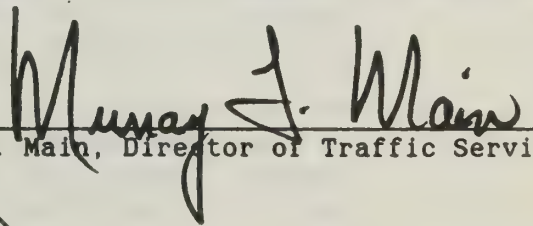
FROM: Mr. M. Main  
Director of Traffic Services  
  
Mr. D. Vyce  
Director of Property

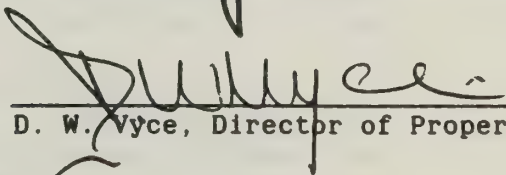
DATE: 1990 May 16  
COMM FILE:  
DEPT FILE: AD-87-007

SUBJECT: NEW TRAFFIC OPERATIONS CENTRE

RECOMMENDATION:

- (a) That the concept - 'B' for the New Traffic Operations Centre as prepared by the Trevor Garwood-Jones Architects Inc. be approved.
- (b) That the Chairman and the two (2) ward alderman be authorized and directed to arrange for a public information meeting to be held as soon as possible.
- (c) That subject to the pre-tender estimate being within the budget, the staff be authorized and directed to call for tenders for the project.

  
M. Main, Director of Traffic Services

  
D. W. Vyce, Director of Property

FINANCIAL IMPLICATIONS: N.A.

BACKGROUND:

- 1. City Council at its meeting held Tuesday, 1989 December 12 approved the item 25 of the Twentieth Report of the Transport and Environment Committee and asked that:
  - (a) Three (3) design concepts for the New Traffic Operations Centre be presented to the Transport and Environment Committee for approval and
  - (b) A public meeting be held prior to final approval of the project.

2. Agreement between the prime consultants, Trevor P. Garwood-Jones Inc. and the Corporation of the City of Hamilton was executed on 1990 April 4. The project was released on the same date for the start of design work. The consultants developed three design concepts based on visits to two other similar facilities, analysis of the present facility and intensive interviews with the end users.
3. Following is a summary of areas and costs for each concept.

CONCEPT	AREA SQ.FT.	COST ESTIMATE	COST PER SQ.FT.	BUDGET
1.	2.	3.	4.	5.
A.	55,330	\$5,588,700.00	\$101.00	\$5,775,000.00
B.	56,510	\$5,704,000.00	\$100.93	\$5,775,000.00
C.	55,860	\$5,803,000.00	\$103.88	\$5,775,000.00

Note: Cost estimates in column 3 include a 5% contingency funds.

Recommended concept 'B' is within budget, less expensive per square foot cost, functionally most acceptable and visually appealing. Concept 'B' was developed after a review by the working group and contains the most desirable features of concepts 'A' & 'C'. Although concept 'A' is less expensive by approximately 2% than concept 'B' it is undersized by about 1,200 sq.ft.

4. The three design concepts presented by the architects were evaluated by the representatives of the City, consisting of staff from the Traffic Department and the Property Department, Architectural Division. The Criteria used for selecting the design were:
- (a) Functional aspects of the interior layout
  - (b) Site constraints
  - (c) Aesthetic appeal of the building
  - (d) Ease of future expansion and,
  - (e) Cost
5. It is anticipated that the architect will need 4 weeks to fully develop the approved concept.

6. Three concepts will be presented in detail to the Committee by the architects. The drawings and detailed description prepared by the architect for the three concepts and the cost estimates prepared by the cost consultant are available from the Director of Property for reference.

c.c. Mr. Lou Sage, Chief Administrative Officer  
Mr. E. C. Matthews, Treasurer  
Mr. R. Martiniuk, Manager, Architectural Division  
Mr. H. Solomon, Manager of Traffic Operations  
Mr. Mahendra Shah, Project Manager (Architectural Division)  
Mr. T. Bradley, Manager of Purchasing

C:\w\storage  
Mahendra.s\tocact.





FOR ACTION

2

REPORT TO: Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

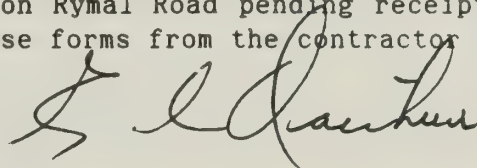
FROM: Mr. E. C. Matthews  
Treasurer

DATE: 1990 April 30  
COMM FILE:  
DEPT FILE:

SUBJECT: FINAL RELEASE OF HOLDBACK

RECOMMENDATION:

That total holdback in the amount of \$4,210.50 be released to Frid Construction Co. Ltd. for completion of the contract, P.O. 33690/3601, for the construction of District Office and Utility Building on Rymal Road pending receipt by the Treasury Department of the standard release forms from the contractor and City Solicitor.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Contractor entitled to release of holdback on 46th day after total completion under the Construction Lien Act.

BACKGROUND:

The contract was approved by Council October 25, 1988 for \$2,255,000.00 and was totally performed as of April 18, 1990 for a total cost of \$2,254,422.00. The 45 day lien period expires June 2, 1990 and I am recommending release of these holdback monies at this time pending receipt of the necessary release forms by the Treasury.



3

FOR ACTION

REPORT TO: J. SCHATZ, ACTING SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: May 17, 1990  
COMM FILE:  
DEPT FILE: (See  
Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

- a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.
- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Engineering be authorized and directed to register the by-laws.

*E. M. Gill*

---

E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....



- page 2 -  
May 17, 1990

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

*AMB*  
\* KML:lj  
Encl.

cc: Mr. K. E. Avery, City Clerk

Att: R. Morrison (encl.)

cc: Ms. Patrice Noe Johnson, City Solicitor

# SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Bastille Street	Parts of Lot 12, Concession 8, Township Barton. Designated as Parts 10 & 11, on Plan 62R - 10931	(nil)	To provide access from Parts 8 & 9, Plan 62R - 10931 to Bastille Street as established by Plan 62M - 633	S715 - 24
Leggett Crescent	Parts of Block "DX", Plan M - 119, Designated as Parts 1, 4 & 5 on Plan 62R - 7152	(nil)	To complete the final width of east leg of Leggett Crescent	S712 - 01
Leggett Crescent	Parts of Lot 7, Concession 7, Township Barton. Designated as Parts 6, 7 & 8, Plan 62R - 7152	(nil)	To provide access from lands adjacent and to the north limit of said Part 7 and hook-up the final link between the southern and eastern legs of Leggett Crescent	S712 - 01



4(a)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 April 23

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

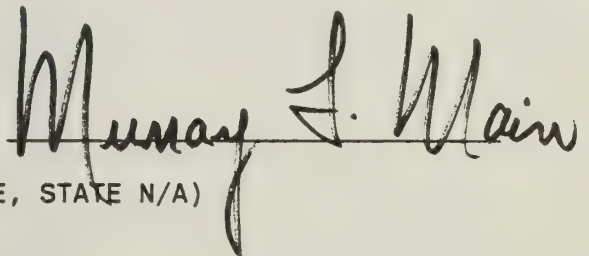
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Amendment to the City of Hamilton Traffic By-law respecting Disabled  
Parking Permits. (TEC-93-90)

RECOMMENDATION:

That City Traffic By-law 89-72 be amended to replace all references to the  
Municipal disabled permit with the Provincial disabled permit.

Note: The Province of Ontario has enacted Bill 219 to replace Municipal disabled  
permits and disabled licence plates with universal disabled permits issued  
by the Minister of Transportation.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Province of Ontario has enacted legislation to replace the existing Municipal  
disabled parking permits and provincial disabled licence plates with a universal  
disabled parking permit which will be issued by the Minister of Transportation.  
This legislation comes into effect on 1990 May 1.

The City and Regional Traffic By-laws presently provide that any vehicle  
displaying a valid disabled permit issued by the Regional Commissioner of Social  
Services or by another Municipality, is exempt from placing coins in parking  
meters and is exempt from signed parking time limits. However, since these  
permits will no longer be valid, it would be appropriate to revise the City of  
Hamilton Traffic By-law to eliminate all references to the Municipal Disabled  
Permit and to make reference to the disabled permit which will be issued by the  
Minister of Transportation. The Traffic Department will be reporting to the  
Engineering Services Committee to recommend such a change to the Regional Traffic  
By-law.

There will be a six month phase-in period during which the disabled licence  
plates and Municipal disabled permits will still be recognized, but after 1990  
November 1, the disabled permit issued by the Minister of Transportation will  
be the only official permit recognized in Ontario. A copy of the new Provincial  
Disabled Permit is attached for the Committees information.



One of the advantages of the new Provincial disabled permit system over that of the disabled licence plate is that the permit is issued to the person rather than the vehicle and may be displayed only when the permit holder chooses to do so rather than being permanently displayed such that the person might be subject to criminal activity. Also, to overcome present abuses of the system by persons who are not truly disabled, the applicant must meet specified criteria respecting walking distances, etc, and must be certified by a medical professional.

Attach.

# Parking Permit



Permis de stationnement



Province of Ontario  
Province de l'Ontario

Permit No. / N° du permis  
000000

Expires at end of / Expire à la fin de

MAY/MAI 1990

Will Why  
Minister of Transportation  
Ministre des Transports

This side of the permit must be  
clearly visible from outside of vehicle:  
- place on the dashboard, or  
- attach to the turned-down sunvisor

Ce côté du permis doit être visible de  
l'extérieur du véhicule. Il peut être :  
- déposé sur le tableau de bord; ou  
- attaché à un pare-soleil abaissé



4(6):

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 02

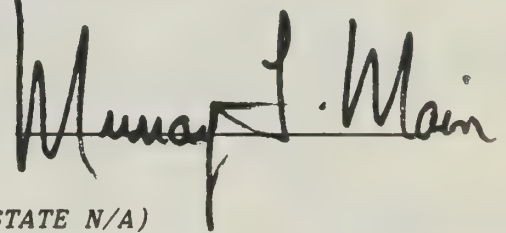
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: No. 16 Rowanwood Street - Discharge of Residential Boulevard Parking Agreement (TEC-95-90)

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 12206 C.D. to the property at No. 16 Rowanwood Street be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A.

BACKGROUND:

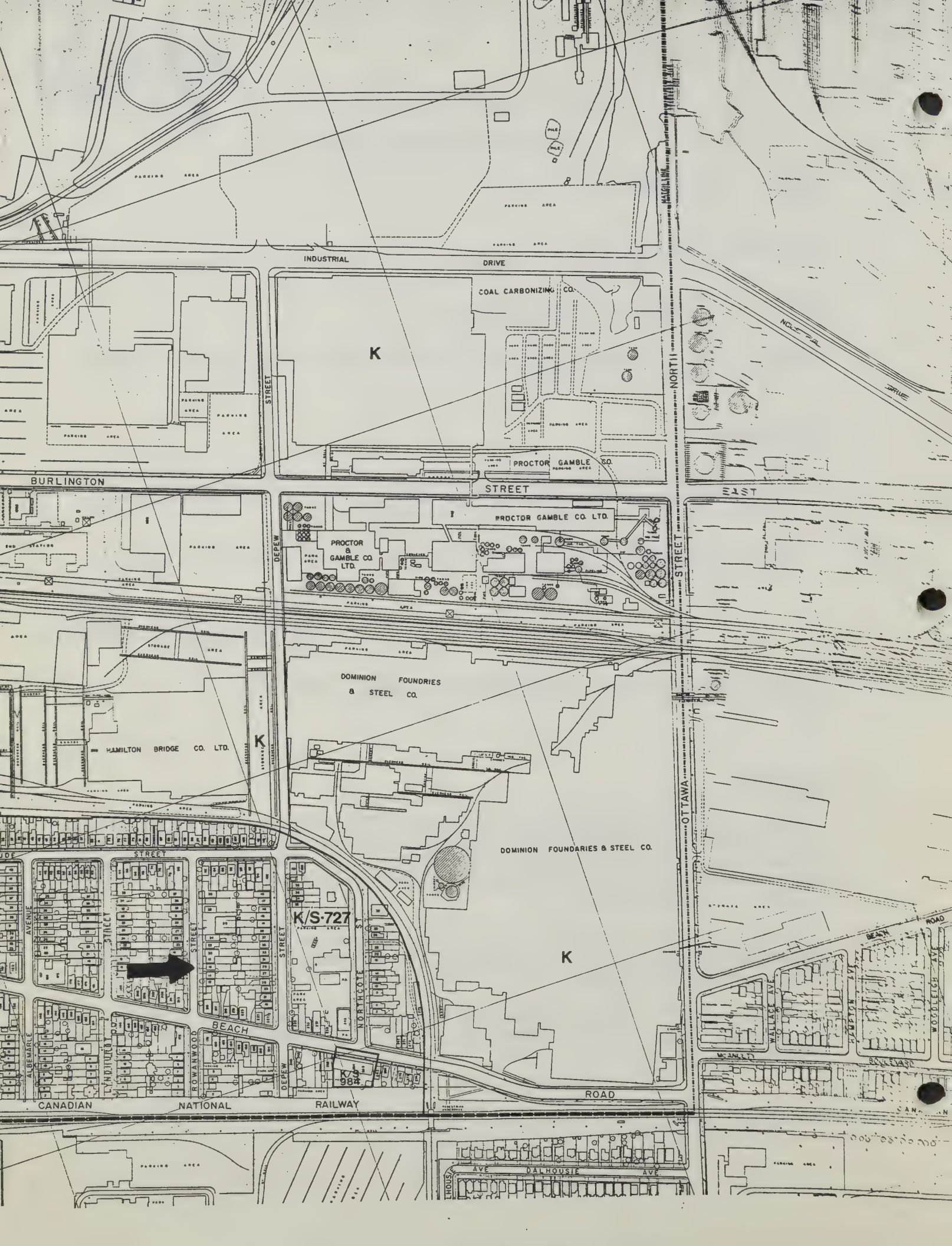
In 1989, the Traffic Department approved an application by the owner of the property at No. 16 Rowanwood Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1989 October 13.

The property has since been sold and the new owner has written to the Traffic Department requesting that the agreement be discharged since he does not require a front yard parking space.

A site investigation has confirmed that the approach was never installed and the front lawn is still intact. Therefore, the Traffic Department concurs with the request.

cc: Ms. Patrice Noe Johnson  
City Solicitor





INDUSTRIAL

DRIVE

K

COAL CARBONIZING CO.

PROCTOR GAMBLE CO.

STREET

PROCTOR GAMBLE CO. LTD.

PROCTOR & GAMBLE CO. LTD.

DOMINION  
FOUNDRIES  
& STEEL CO.

HAMILTON BRIDGE CO. LTD.

DOMINION FOUNDRIES & STEEL CO.

K/S-727

K

K/S-984

ROAD

RAILWAY

BURLINGTON

EAST

OTTAWA

CANADIAN

NATIONAL

RAILWAY

DAI HOUSIE

AVE

4(6)ii

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 02

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: No. 76 Leeming Street - Discharge of Residential Boulevard Parking Agreement (TEC-94-90)

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 295613 C.D. to the property at No. 76 Leeming Street be discharged, at the City's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The cost to the City to discharge this agreement is \$22.00.

BACKGROUND:

In 1984, the Traffic Department approved an application by Mr. E. Ordowich, the owner of the property at No. 76 Leeming Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office in October 1984.

The owner of the property has recently written to the Traffic Department requesting the discharge of the subject agreement since the ramp and driveway were never constructed. A site investigation by staff has confirmed this, and therefore, the Traffic Department concurs with the request.

Mr. Ordowich stated in his letter that in 1987 he requested that the subject agreement be discharged. However, our records could not substantiate this claim and under the circumstances, the City will absorb the \$22.00 cost to discharge this agreement.

cc: Patrice Noe Johnson  
City Solicitor









4(c)i

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 07

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Upper Gage Avenue and Loconder Drive - Request for  
a School Crossing Guard (TEC-98-90)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Upper Gage Avenue and Loconder Drive at this time.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

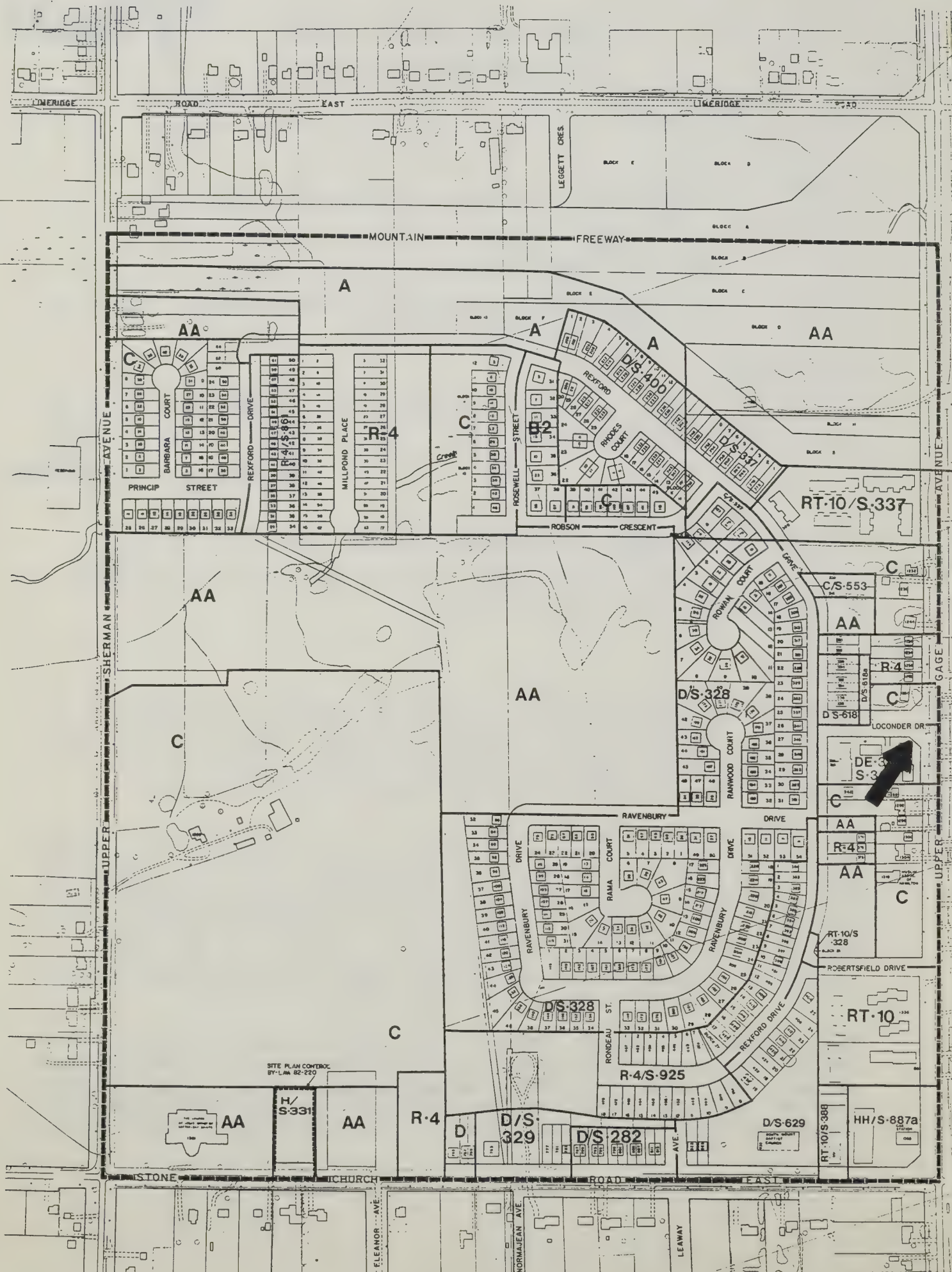
The present cost of assigning a School Crossing Guard on a full-time basis to any intersection in the City is \$6,887.

BACKGROUND:

Aldermen Henry Merling and John Gallagher have advised of a request from Mr. Paul Wylie, 7 Ambridge Court, that a School Crossing Guard be assigned to the intersection of Upper Gage and Loconder. The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Loconder is required to stop for northbound and southbound traffic on Upper Gage.

The Traffic Department conducted studies at this location on 1990 April 18, and observed 19 crossing movements by children across Loconder and 8 crossing movements by children across Upper Gage during the three school crossing periods which consisted of a total of 2.4 hours. Six of these crossing movements on Gage occurred during the morning crossing period, none during the afternoon period and two during the evening crossing period. The observer has stated that although the traffic volumes on Upper Gage were heavy, the few children who crossed did not have any difficulties, and were senior public school students who should have been able to cross on their own.

Traffic Department records indicate that there has been an average of one collision per year at the intersection over the past seven years and that there has not been a pedestrian collision during this time. This is a good collision rate for this type of intersection, and therefore, the Traffic Department recommends that a School Crossing Guard not be assigned to this location at this time.





46)ii

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 April 30

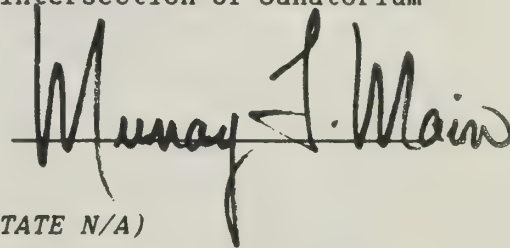
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Sanatorium Road and Rice Avenue -  
Request for a School Crossing Guard (TEC-84-90)

RECOMMENDATION:

That a School Traffic Officer not be assigned to the intersection of Sanatorium Road and Rice Avenue at this time.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a School Crossing Guard on a full-time basis to any intersection in the City is \$6,887.

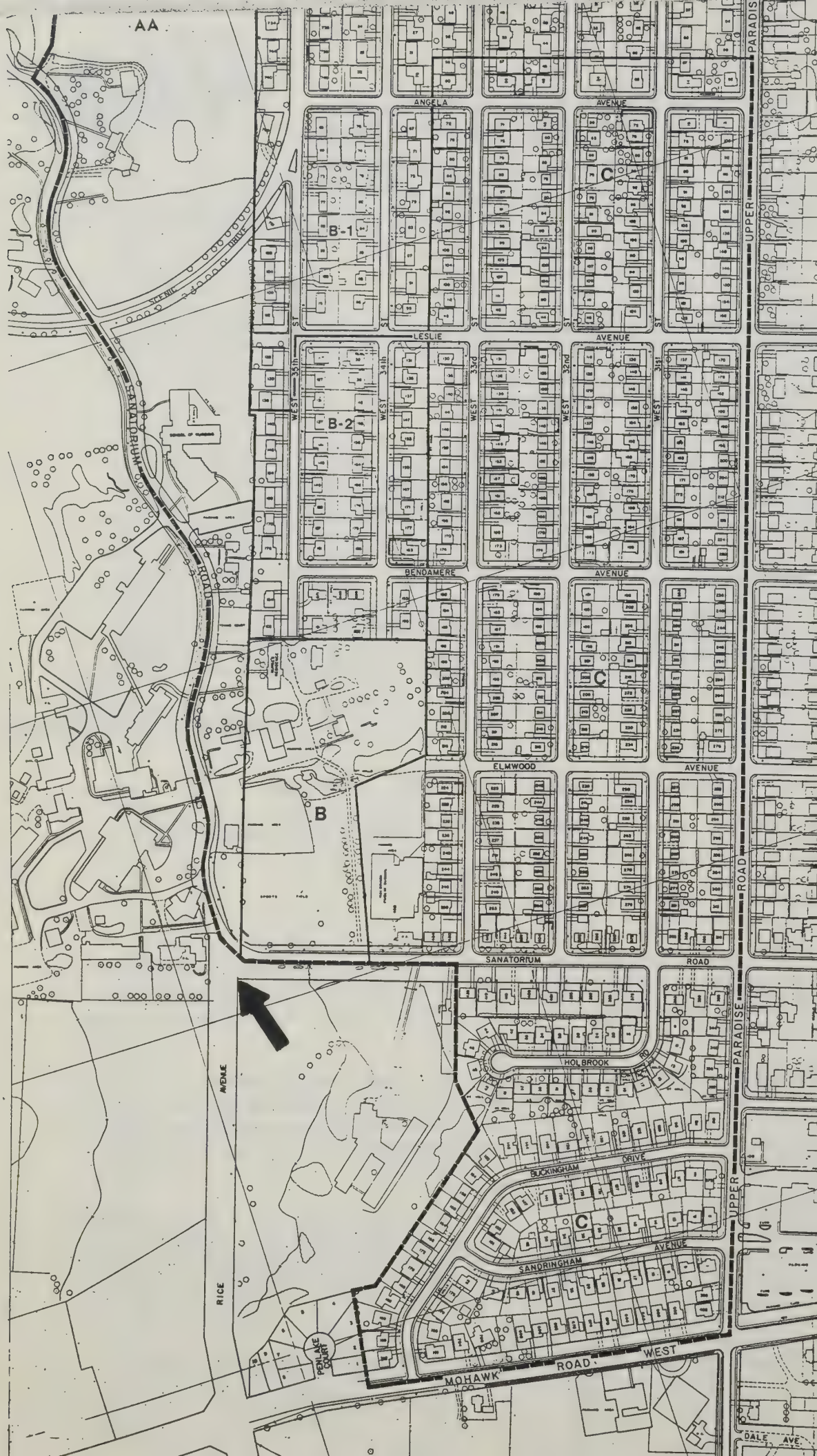
BACKGROUND:

Aldermen Tom Murray and Don Ross have advised of a request by two area residents that a School Crossing Guard be assigned to the intersection of Sanatorium and Rice. The subject intersection is a "T" type intersection, and presently, there is three-way stop control at this intersection.

The Traffic Department conducted studies at this location on 1990 April 09, and observed 60 crossing movements by elementary school children on Rice and 6 crossing movements on Sanatorium. The Traffic Department has concluded that the children who crossed in the crosswalk at the three-way stop crossed confidently, and that drivers gave the right-of-way to pedestrians.

Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years and this collision did not involve a pedestrian. Thus, the intersection is operating safely and the Traffic Department recommends that a School Crossing Guard not be assigned to this location at this time.





4 (d)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 May 02

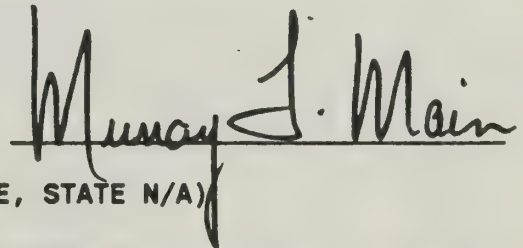
**REPORT TO:** Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** West side of Queen Victoria Drive, north of Queensbury Drive - Taxi Stand. (TEC-101-90)

**RECOMMENDATION:**

- a) That a Taxi Stand to be in effect from 7:00 a.m. to 6:00 p.m., Monday to Saturday, be implemented on the west side of Queen Victoria Drive commencing at a point 129 feet north Queensbury Drive and extending to a point 60 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:** (IF NONE, STATE N/A)

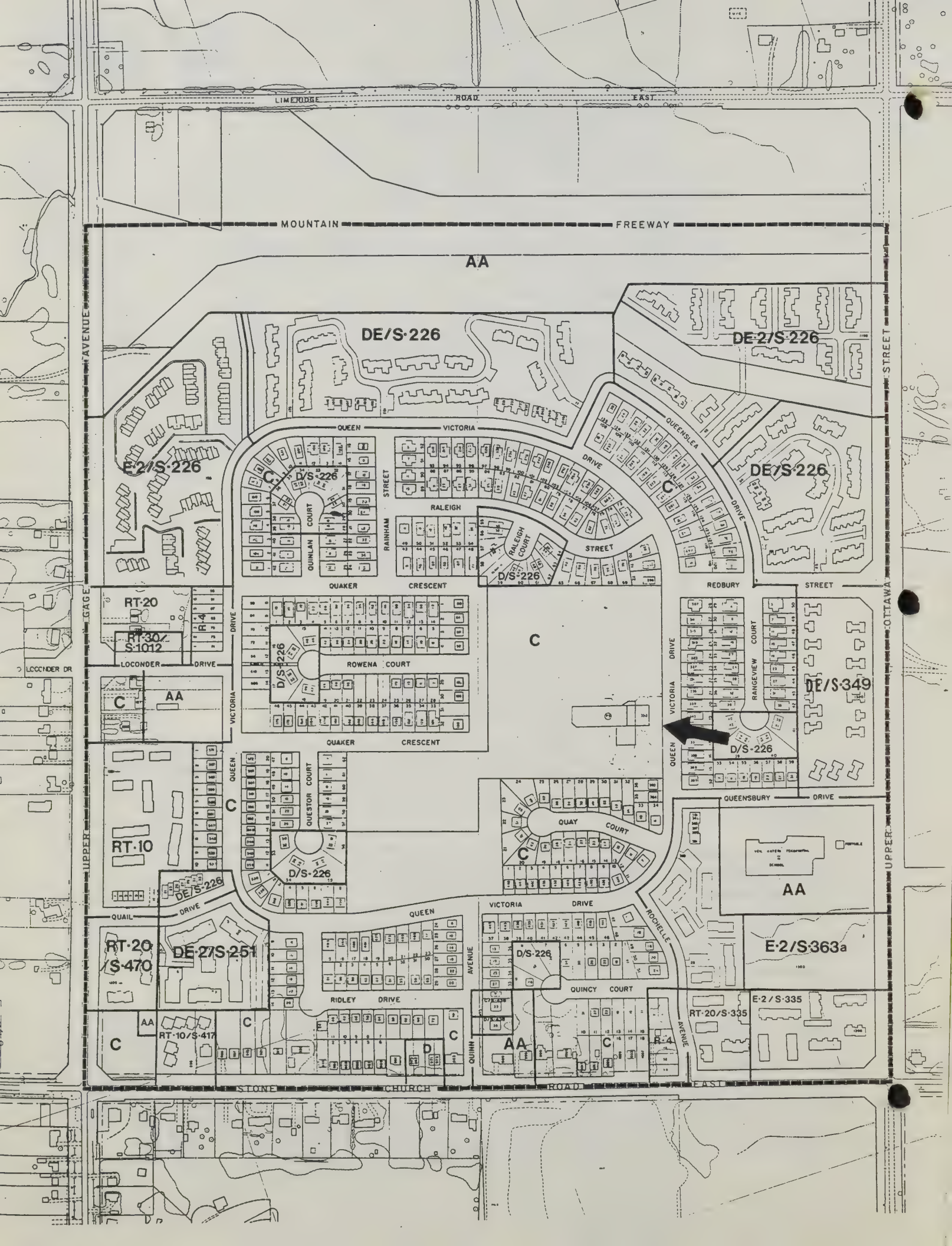
There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The Traffic Department has received a letter from the Board of Education for the City of Hamilton requesting that a Taxi Stand be implemented in front of C.B. Sterling School on the west side of Queen Victoria Drive, north of Queensbury Drive to accommodate three taxis. Presently, parking is prohibited between 7:00 a.m. and 6:00 p.m., Monday to Saturday on the west side adjacent to C.B. Sterling School Elementary School, except for two "No Stopping" areas which serve as clearances for the school walkway and driveway.

Loading and unloading by all vehicles is presently permitted in the "No Parking" areas along the frontage of the school. However, taxis transporting "special need" students are frequently forced to stop in the middle of the road, or long distances away from the front door. Therefore, in order to reserve an area for taxis to stop while picking up and dropping off "special need" students at the front door of C.B. Sterling School, the Traffic Department concurs with the request for a Taxi Stand.





5(a)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 April 30

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: West 1st Street between Monarch Road and Wembley Road -  
Parking Regulations (TEC-97-90)

RECOMMENDATION:

- a) That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides on West 1st Street between Monarch Road and Wembley Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year cost of each parking permit will off-set the cost to some degree.

BACKGROUND:

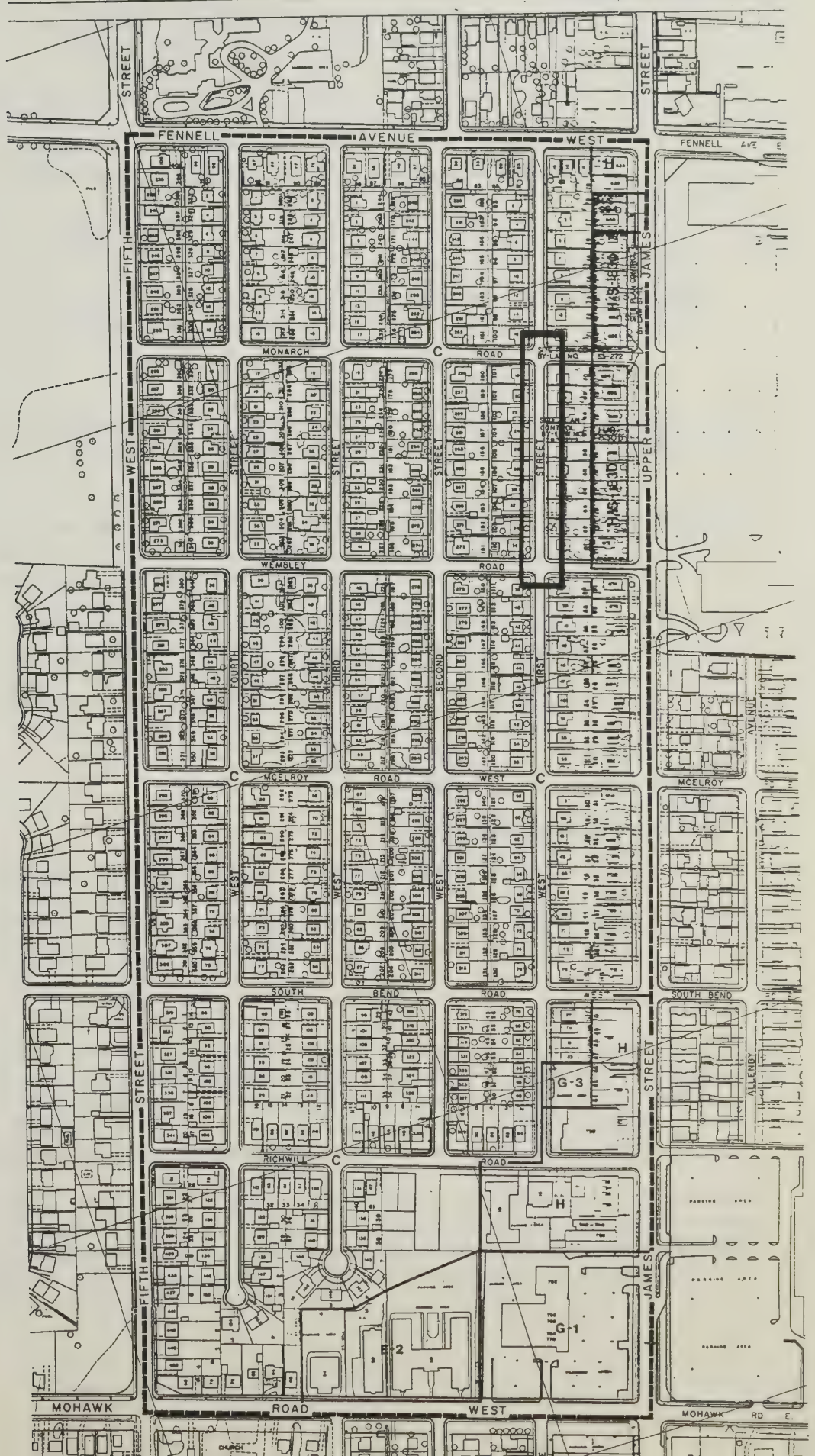
Alderman Tom Murray has forwarded a petition signed by representatives of 13 of the 20 one, two and three family dwellings abutting West 1st between Monarch and Wembley, requesting that a "One Hour Parking Time Limit" regulation be implemented on their street. All 13 residents who signed the petition are in favour of the proposed regulation.

The Traffic Department has been able to contact four residents who did not sign the petition. All four residents are opposed to the proposed regulation.



Presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by Mohawk College students.

The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be eligible to purchase permits at a cost of \$24.00 per year to exempt their vehicles from the signed parking time limit. Therefore, since 65% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.







5 (6)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 May 02

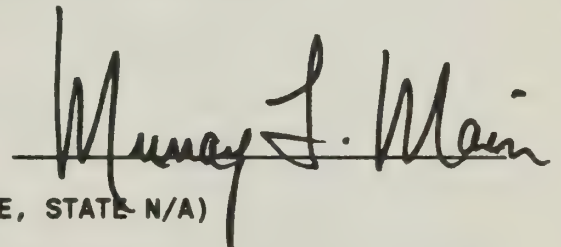
**REPORT TO:** Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** East 14th Street between Fennell Avenue and Brucedale Avenue -  
parking regulations. (TEC-99-90)

**RECOMMENDATION:**

- a) That an "Alternate Side Parking" regulation be implemented on East 14th Street between Brucedale Avenue and Fennell Avenue such that parking is prohibited:
- on the west side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and
  - on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:** (IF NONE, STATE N/A)

There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

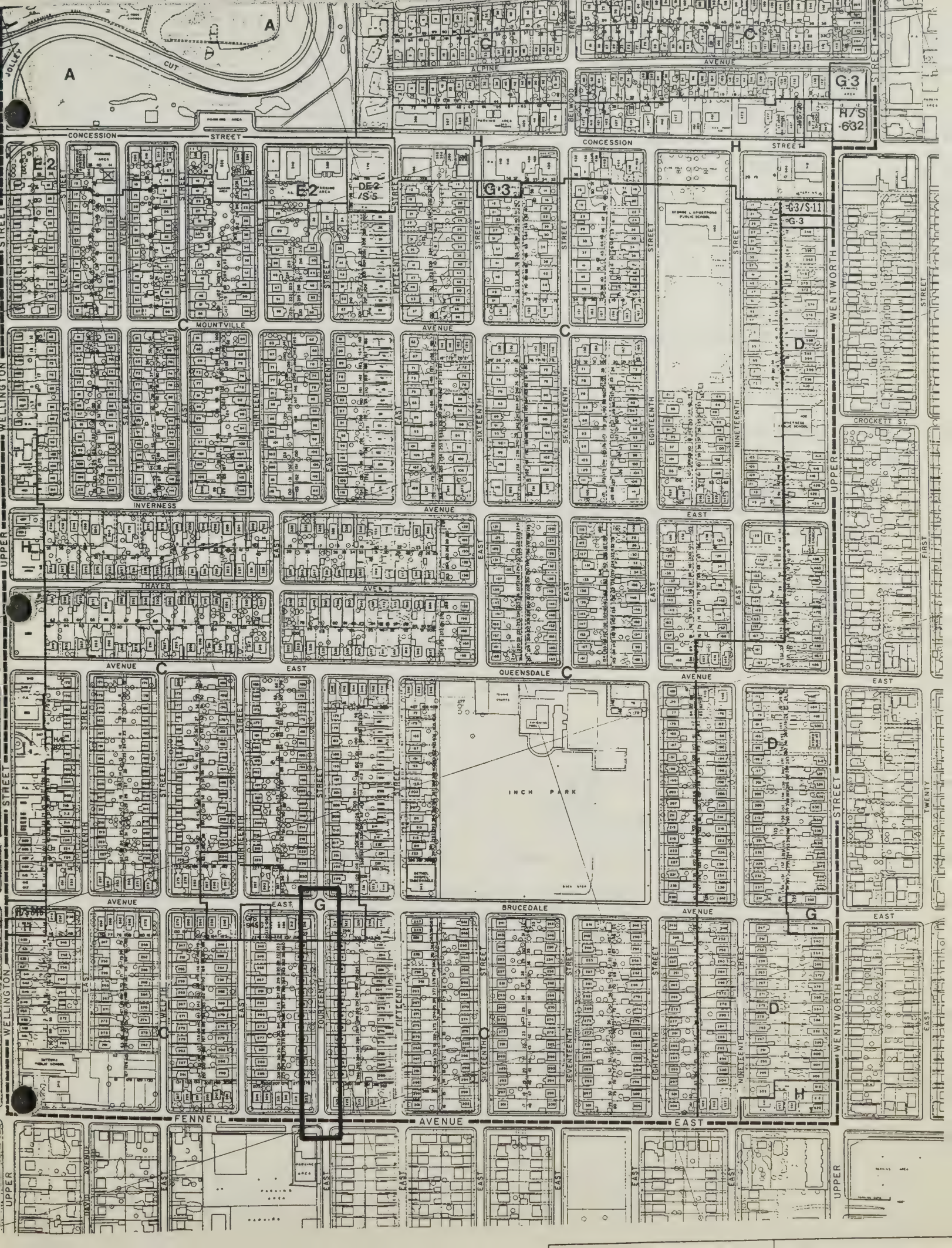
Alderman Henry Merling has forwarded to the Traffic Department questionnaires from the residents of East 14th Street between Fennell and Brucedale Avenues requesting that an "Alternate Side Parking" be implemented on this section of the street. East 14th Street has a 24 foot pavement width and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department supports the principal of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. Therefore, since 57 percent of the abutting residents have indicated their support of the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with this request.



Most of the residential properties on this street have off-street parking provided. Therefore, the number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, to be consistent with the existing "Alternate Side Parking" regulation on East 14th in the block between Queensdale Avenue and Brucedale Avenue, it would be appropriate to prohibit parking on the west side of the street during the winter months.









5(c)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 May 02

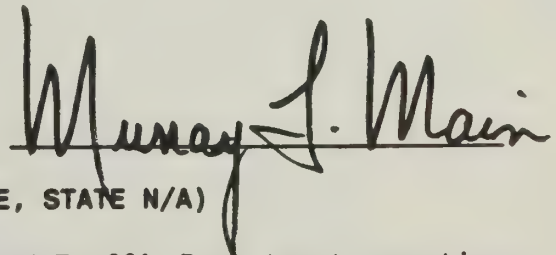
**REPORT TO:** Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Ray Street South between Jackson Street West and Canada Street -  
parking regulations. (TEC-100-90)

**RECOMMENDATION:**

- a) That a "Permit Parking" regulation be implemented on the east side of Ray Street South between Jackson Street West and Canada Street; and
- b) That the Director of Traffic Services be authorized to initially issue one parking permit to eligible applicants residing in numbers 82, 84, 86, and 98 Ray Street, and two parking permits to the eligible resident at No. 85 Ray Street South; and
- c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come, first served basis provided that the maximum of seven permits is not exceeded; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for each parking permit will off-set the cost to some degree.

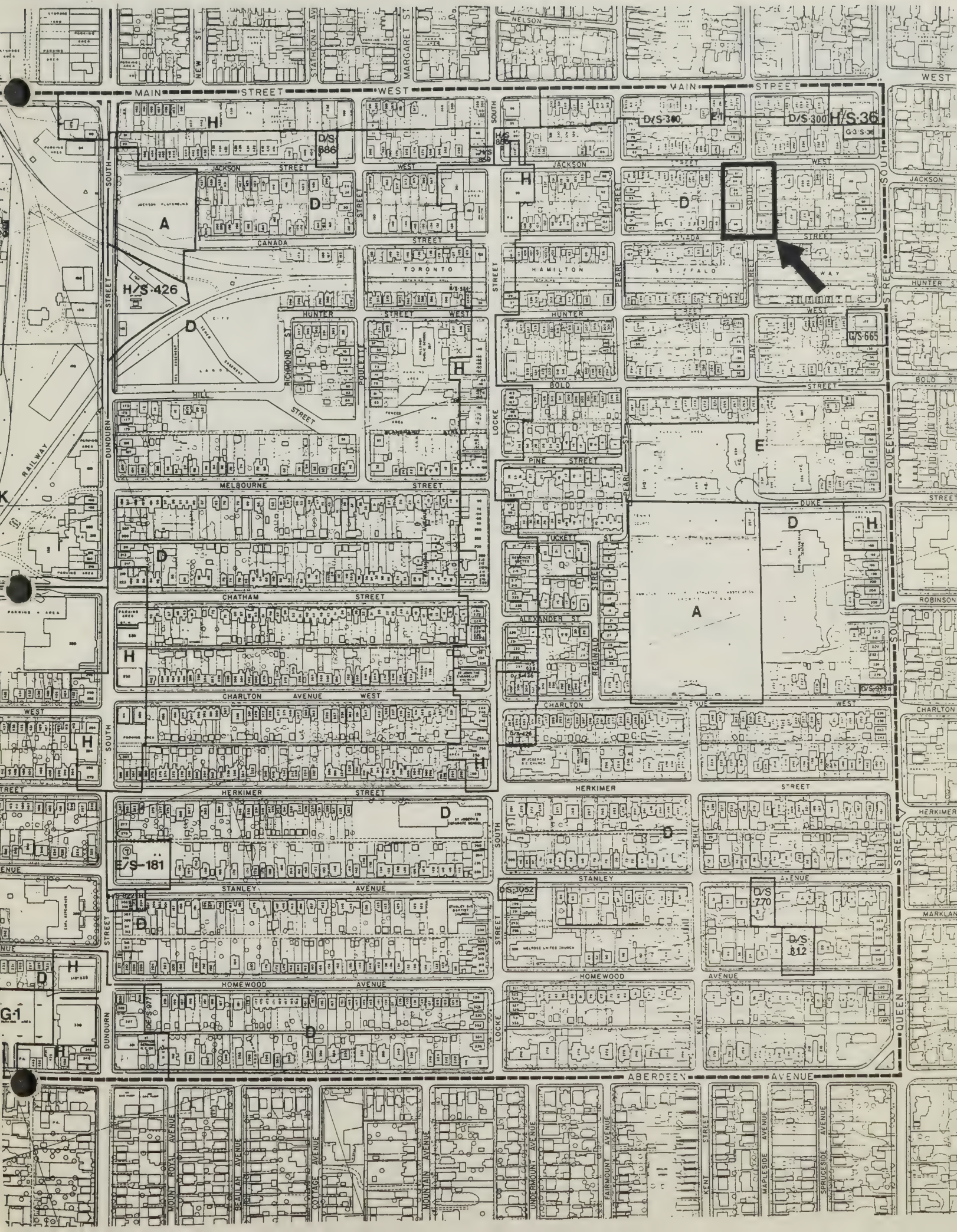
**BACKGROUND:**

The Traffic Department has received a petition signed by representatives of seven of the nine one, two, and three family dwellings on Ray Street South between Jackson Street West and Canada Street, requesting that a "Permit Parking" regulation be implemented on this section of street. Presently, there is a "Three Hour Parking Time Limit" regulation on the east side of the street in this area and parking is prohibited on the west side.



The Traffic Department has contacted the two residents who did not sign the petition. One resident is in favour and the other is opposed to the proposed regulation. A total of six permits would be required by the abutting residents. An investigation has revealed that there is a total of seven legal on-street parking spaces on the east side of the street in this area. Therefore, since 89 percent of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.









5(d)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 3

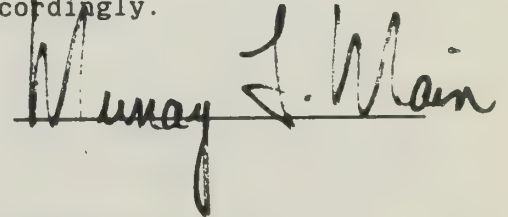
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Horning Drive - Parking Regulations (TEC-104-90)

RECOMMENDATION:

- a) That parking be prohibited on the north and west sides of Horning Drive commencing at a point 118 feet south of Lionsgate Avenue and extending to a point 180 feet southwesterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

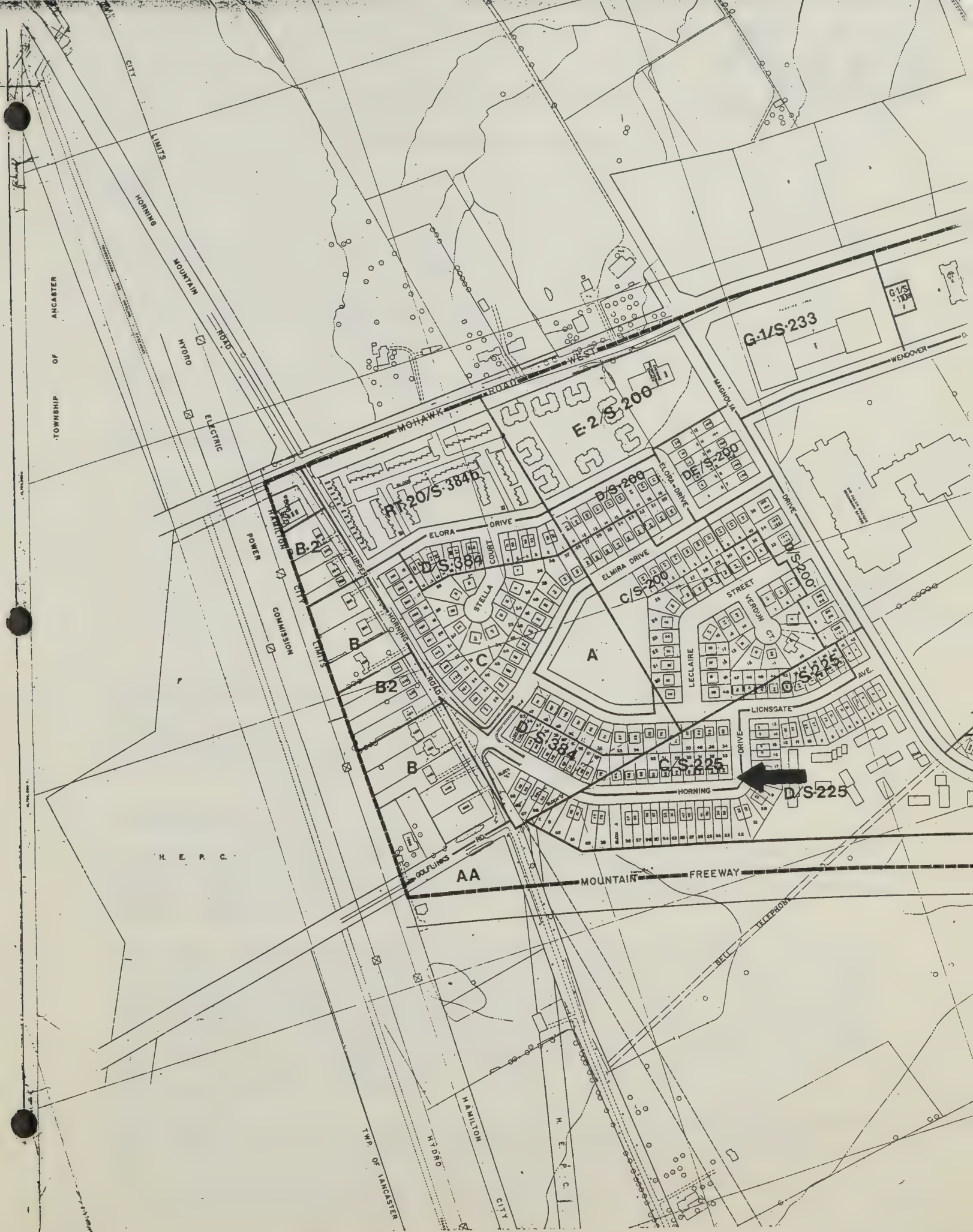
Alderman Tom Murray has advised of a request that parking be prohibited on one side of Horning at the curve in the road, south of Lionsgate.

Horning Drive has a 28-foot pavement width in this area, and presently, there is unrestricted free parking on both sides of the street.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. However, unless there has been a documented collision problem, past practice of the Transport and Environment Committee has been to require a petition signed by a majority of the residents abutting the street in question. In this particular case, the proposed regulation would cover the frontage and flankage of No. 30 Horning Drive only, and this resident has available off-street parking for approximately three vehicles.



The Traffic Department has tried several times, both night and day, to contact the resident at No. 30 Horning in order to determine whether or not he has any objection to a parking prohibition adjacent to his property, but have not been able to do so. Because of the restricted visibility due to the turn in the road, the Traffic Department concurs with the request and recommends that parking be prohibited from the curve adjacent to No. 30 Horning Drive.





5 (K)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 4

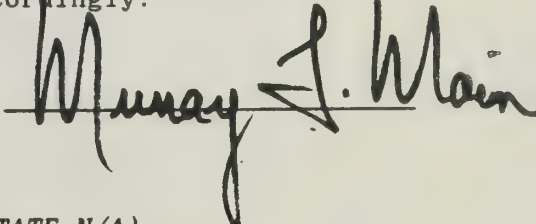
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Elora Drive - Parking Regulation (TEC-107-90)

RECOMMENDATION:

- a) That parking be prohibited on the south and west sides of Elora Drive commencing at a point 123 feet north of Elmira Drive and extending to a point 178 feet northwesterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

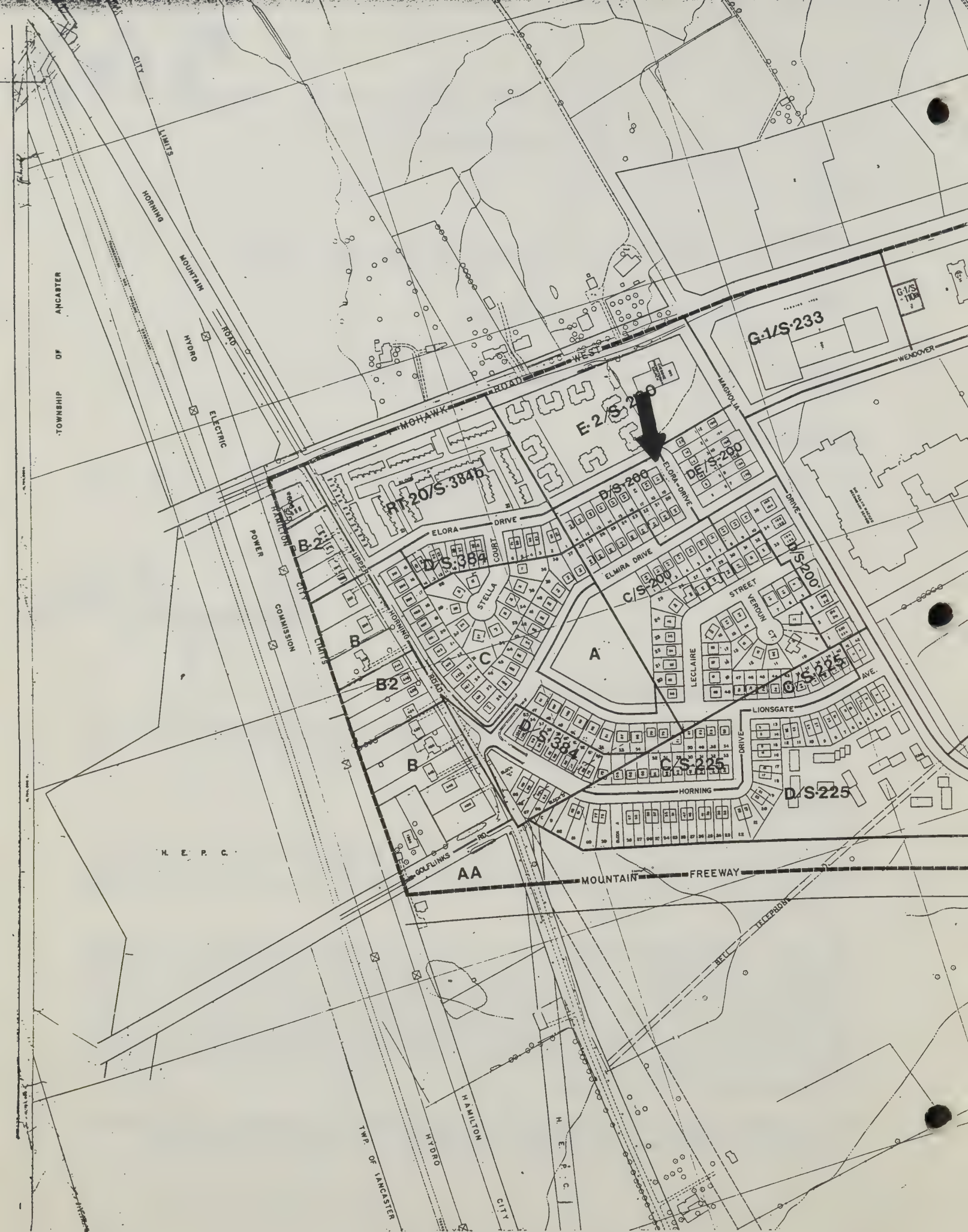
BACKGROUND:

Alderman Tom Murray has advised of a request that parking be prohibited on one side of Elora at the curve in the road, north of Elmira. Elora has a 28 foot pavement width in this area, and presently, there is unrestricted free parking on both sides of the street.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. However, unless there has been a documented collision problem, past practice of the Committee has been to require a petition signed by a majority of the residents abutting the street in question. In this particular case, the proposed regulation would cover the frontage and flankage of No. 21 Elora Drive only, and this resident has available off-street parking for approximately two vehicles.

The resident of No. 21 Elora has advised that she supports the proposed regulation. Therefore, the Traffic Department concurs with the request.





5(A)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 04

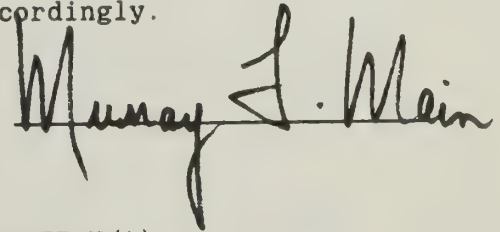
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: No. 68 Graham Avenue North - Request for a Reserved Permit Parking  
Space for a Handicapped Resident (TEC-102-90)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 71 feet east of Graham Avenue North and extending to a point 20 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Pasquale Pescatore, 68 Graham Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year cost of the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department received a request from Mrs. Francis Pescatore, 68 Graham Avenue North, that a "Permit Parking" regulation be designated on Dunsmure along the flankage of her property, since her husband is handicapped.

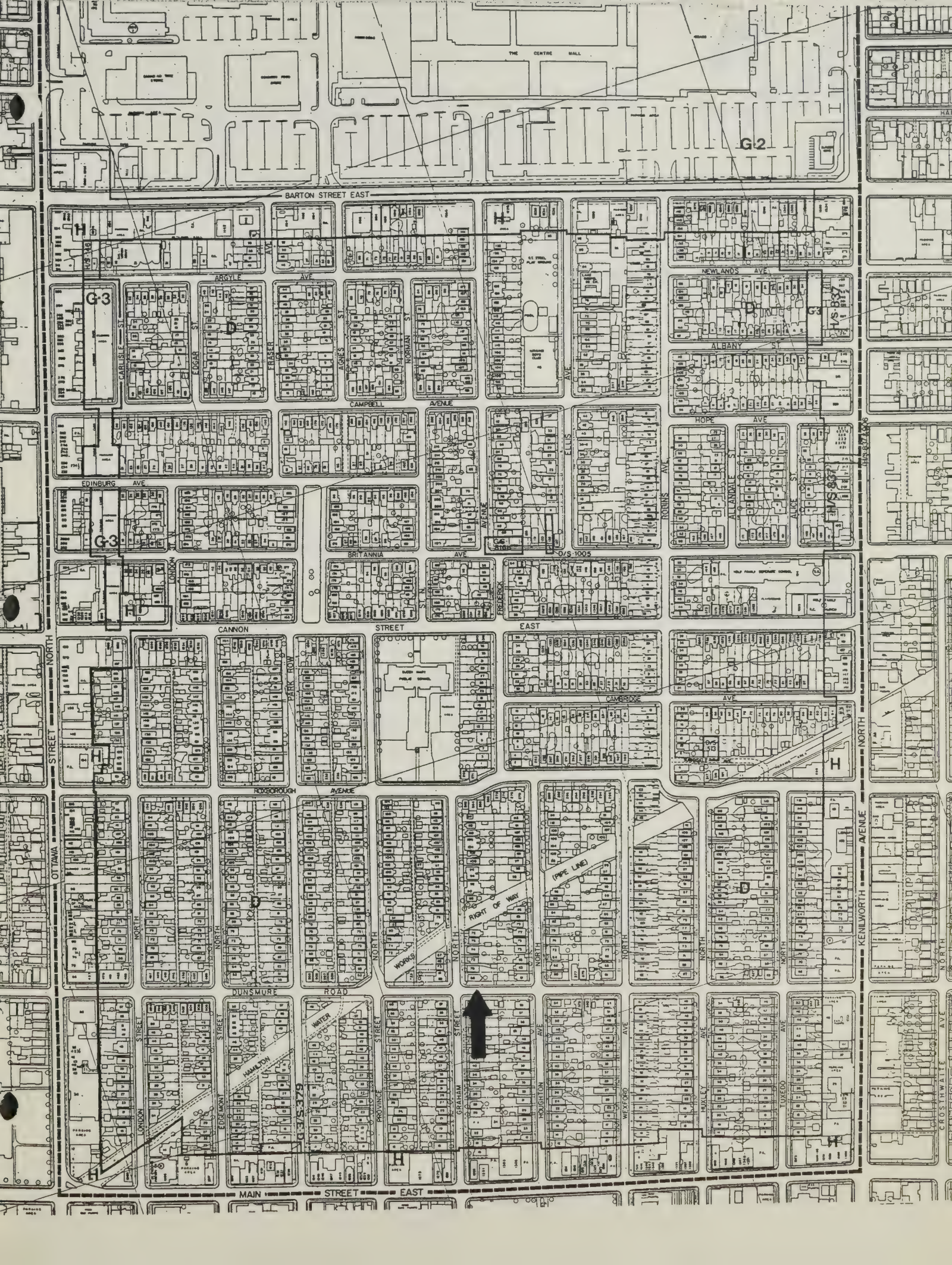
Presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident at 554 Dunsmure Road, located directly across the street from the applicant's home objects to reserving the space in front of her home for another resident. Therefore Mrs. Pescatore has requested that the space be

reserved only during the times when parking is allowed on the north side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents' homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Pescatore possesses a valid handicapped permit. There is an existing rear driveway, but Mrs. Pescatore has advised that the driveway is too narrow to load and unload her husband while the vehicle is in the driveway. Therefore, Traffic Department recommends that a reserved parking space be designated adjacent to Mrs. Pescatore's residence for half of each month during the months of April to November and during the winter months.









5 (9)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 4

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Carriageway Drive and Parkplaza Drive -  
Intersection Control (TEC-106-90)

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Carriageway Drive and Parkplaza Drive at this time.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of stop signs on Parkplaza at Carriageway would result in increased vehicle operating costs in the order of \$10,000 per year.

BACKGROUND:

Alderman Henry Merling has advised of a request that three-way stop control be implemented at the intersection of Carriageway and Parkplaza.

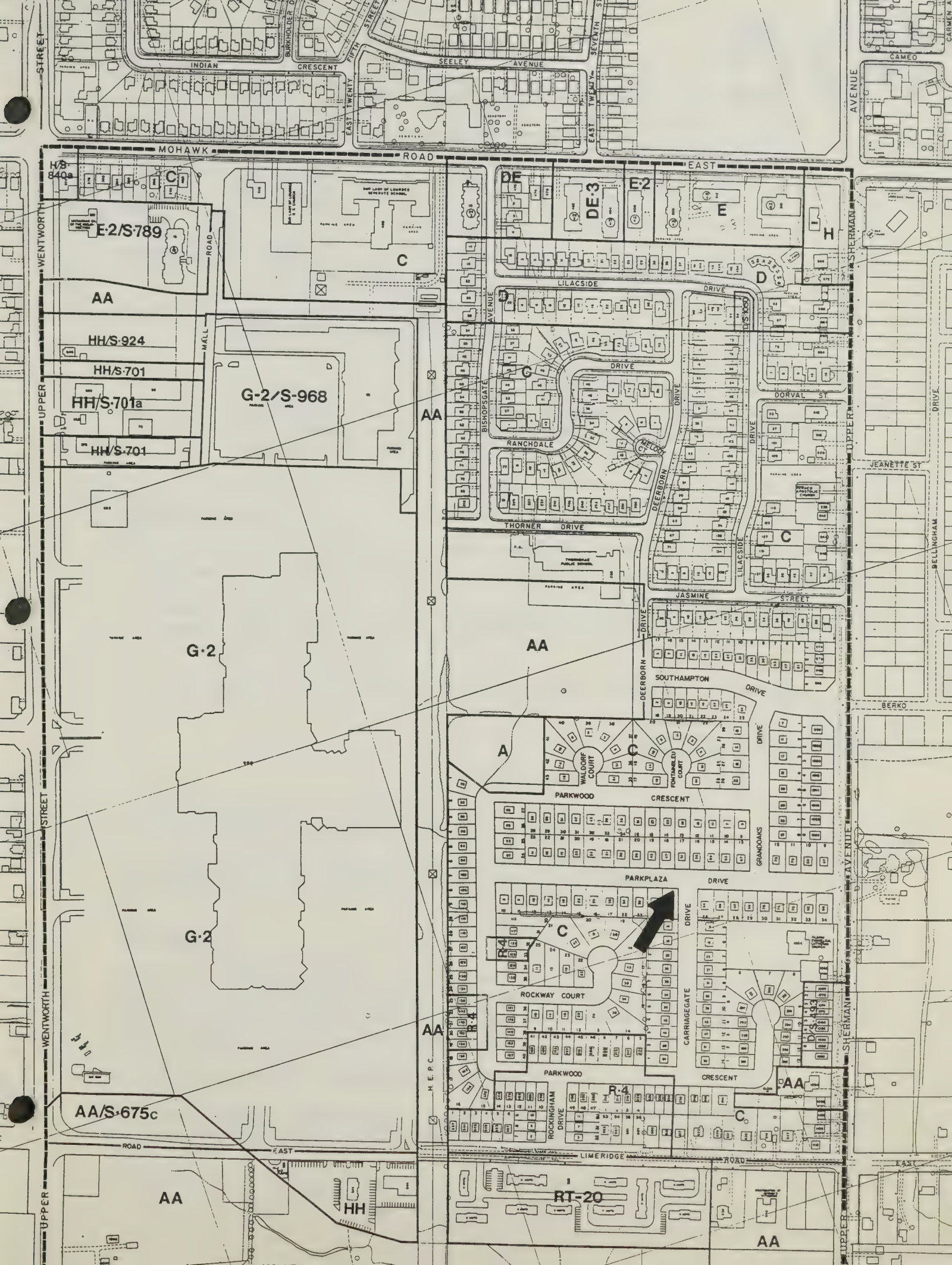
The subject intersection is a "T" type intersection, and presently, northbound traffic on Carriageway is required to stop for eastbound and westbound traffic on Parkplaza. Traffic Department records indicate that there have been no reported collisions at the intersection since its construction. Thus, the intersection is operating safely.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective as a speed control device, and that the area of influence is only approximately 100 feet from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time".

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

For the above-noted reasons, the Traffic Department does not support the request for three-way stop control at Carriagegate and Parkplaza at this time.









5(h)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 08

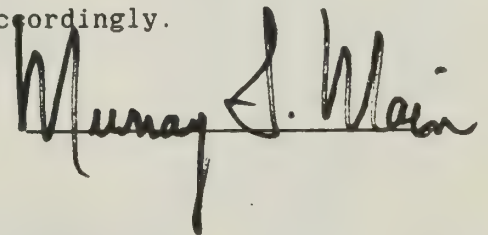
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Vittorito Avenue and Prins Avenue and Vittorito Avenue and Highridge - Intersection Control/Corner Clearances (TEC-108-90)

RECOMMENDATION:

- a) That southbound traffic on Prins Avenue be required to stop for eastbound and westbound traffic on Vittorito Avenue; and
- b) That a "No Stopping" regulation be implemented on the west side of Highridge Avenue commencing at Vittorito Avenue and extending to a point 113 feet southerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request from Mr. Chekovic, 130 Vittorito Avenue, that three-way stop control be implemented at the intersection of Vittorito and Prins and that a corner clearance be implemented at the intersection of Vittorito and Highridge.

1. Intersection of Vittorito and Prins

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that

the intersection is operating safely with no reported collision in at least the past eight years.

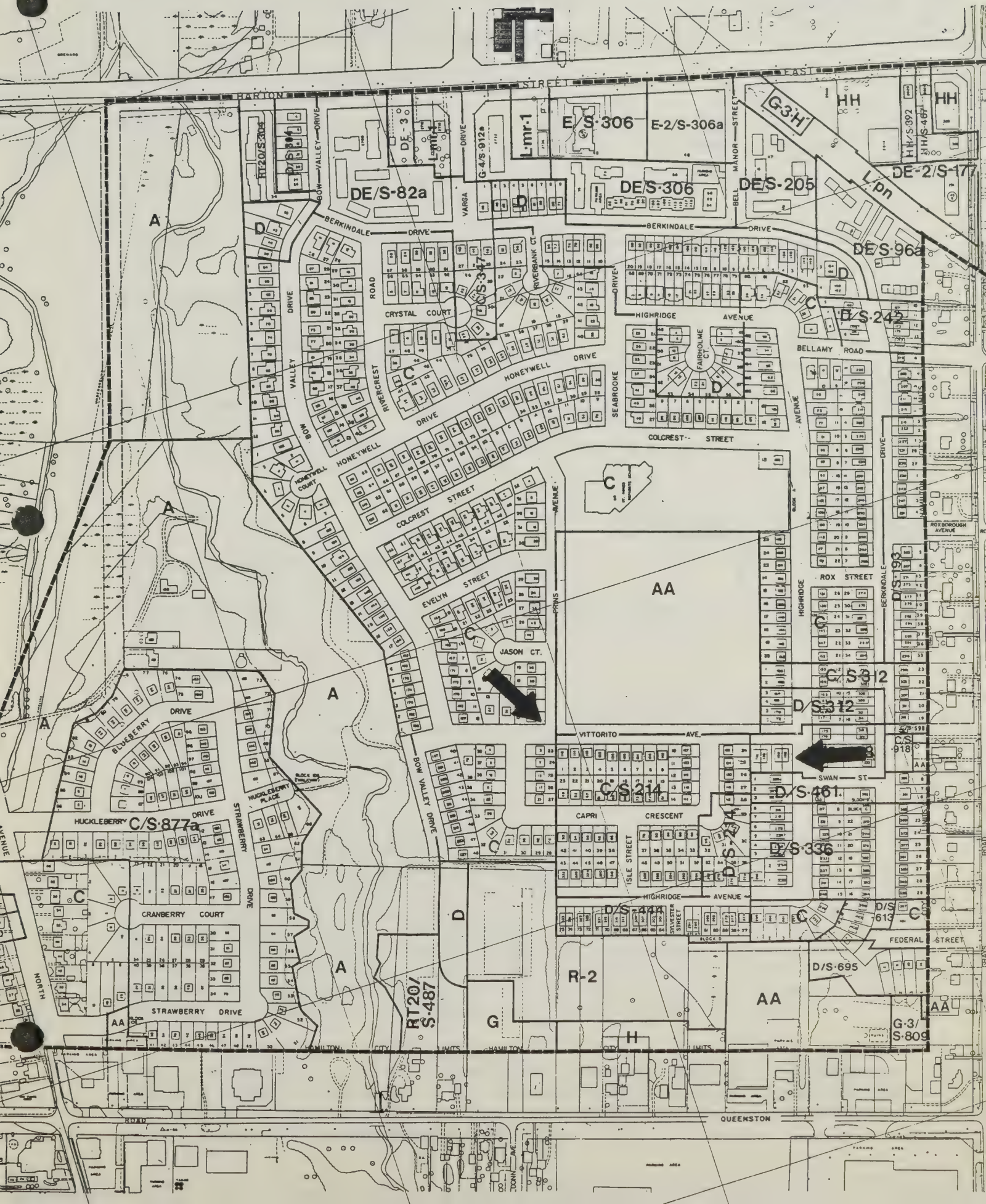
The Traffic Department has concluded that none of the criteria respecting the use of all-way stop control are met at this location. For these reasons, the Traffic Department does not support the request for three-way stop control at this intersection, at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Prins would be required to stop for eastbound and westbound traffic on Vittorito.

## **2. Intersection of Highridge and Vittorito**

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Vittorito is required to stop for northbound and southbound traffic on Highridge.

Traffic Department records indicate that there have been four reported collisions at the intersection in the past seven years, and two of these collisions could be attributed to poor visibility. Therefore, to improve visibility at the intersection, the Traffic Department recommends implementing a corner clearance on the west side of Highridge, south of Vittorito. The resident at No. 182 Highridge has advised that he has no objection to having the "No Stopping" signs erecting in front of his property.









CITY OF HAMILTON

- RECOMMENDATION -

**DATE:** 1990 May 10

**REPORT TO:** J. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** West side of Ellingwood Avenue, south of Oakland Drive -  
Extension of Corner Clearance. [TEC-109-90]

**RECOMMENDATION:**

- a) That the existing "No Parking" corner clearance on the west side of Ellingwood Avenue commencing at Oakland Drive and extending to a point 94 feet southerly therefrom be extended, such that the prohibition commences at Oakland Drive and extends to a point 206 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

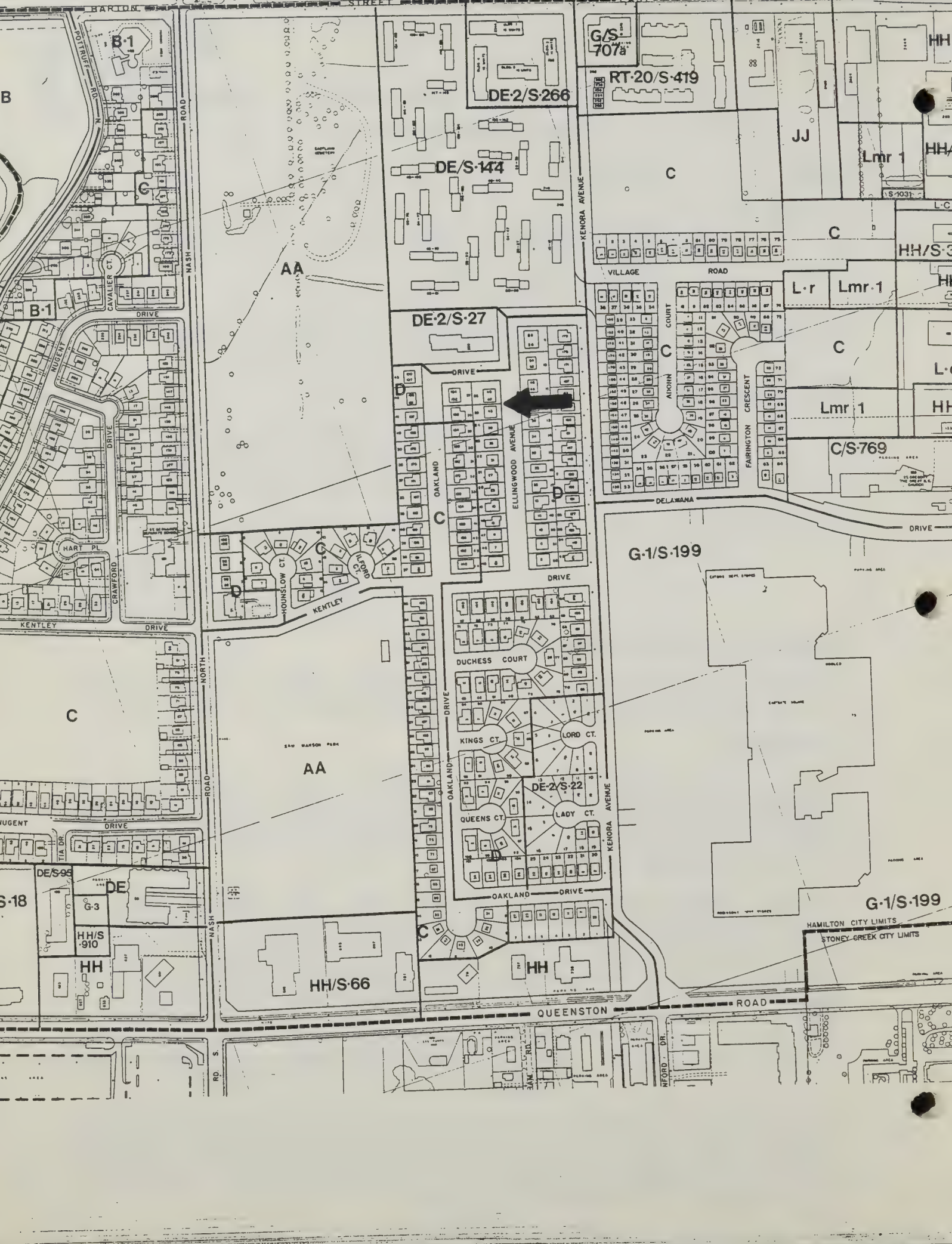
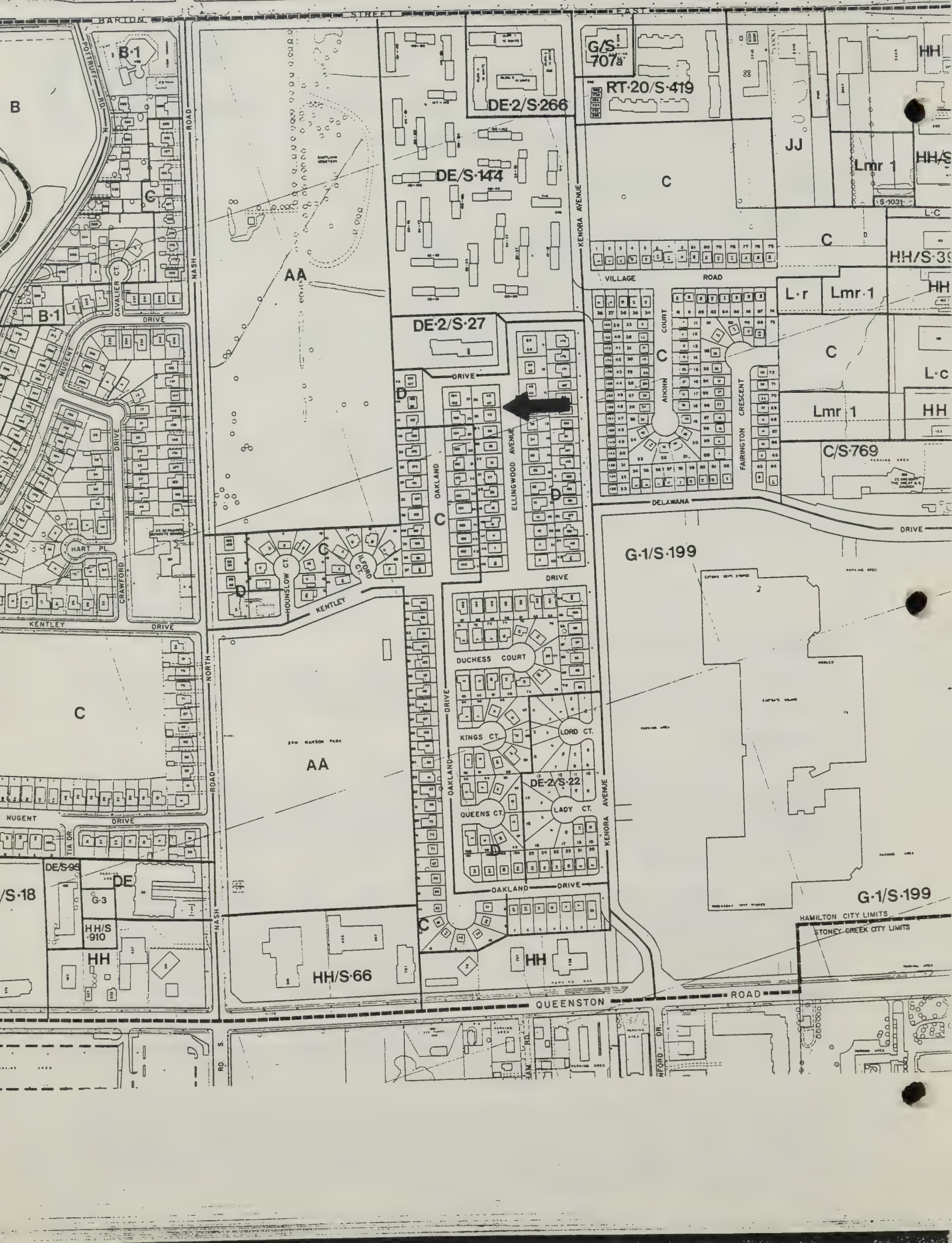
**BACKGROUND:**

Alderman Dominic Agostino has advised of a request by the residents at nos. 39 and 43 Ellingwood, that the existing "No Parking" corner clearance on the west side of Ellingwood, south of Oakland, be extended across the frontages of these residential properties, because of constant parking in these spaces by residents of an area apartment building.

Ellingwood Avenue has a 28-foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for the 60-foot "No Parking" corner clearance on the west side immediately south of Oakland. Also, the City Council on 1990 April 10, approved a 34-foot extension of the corner clearance across the frontage of no. 47 Ellingwood Avenue, and this regulation will be extended shortly. It has been concluded that the existing corner clearance provides adequate visibility at the intersection. However, since an extension of the corner clearance would be consistent with the Traffic Department policy of supporting the removal of parking from streets with pavement widths of 28 feet or less, the Traffic Department concurs with the request.

An extension of this corner clearance would result in a loss of four legal on-street parking spaces. However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.





56)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 09

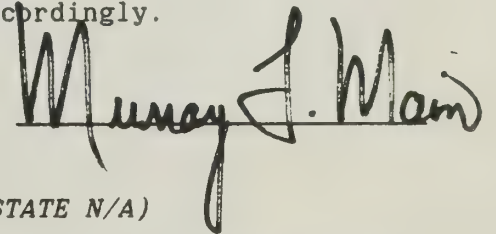
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: South Side of Albright Road at Albright Court - Driveway Clearances  
(TEC-96-90)

RECOMMENDATION:

- a) That a "No Stopping" driveway clearance be implemented on the south side of Albright Road commencing at a point 460 feet west of Nicklaus Drive and extending to a point 110 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

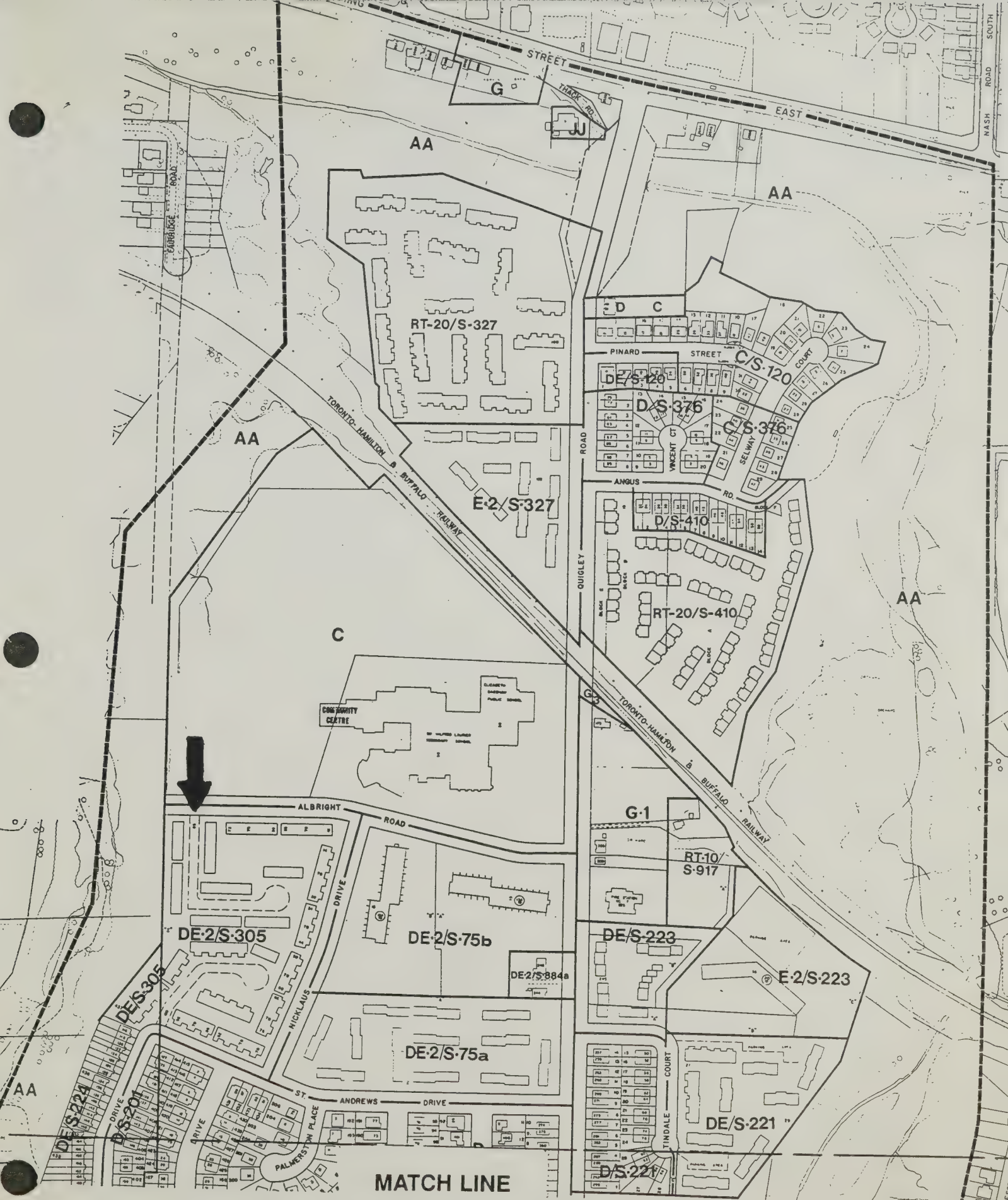
BACKGROUND:

Alderman Dominic Agostino has advised of a complaint related to parked vehicles on the south side of Albright Road obstructing visibility for motorists attempting to enter Albright Road from the townhouse driveway (Albright Court) on the south side of the street. Presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street in this area.

A site investigation has confirmed that parked vehicles on the south side of the street obstruct visibility for northbound motorists attempting to enter the street from the townhouse driveway. Therefore, the Traffic Department supports the request for a driveway clearance.











CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

J.J. SCHATZ  
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON  
OFFICE OF THE CITY CLERK

TEL: 546-2700  
FAX: 546-2095

June 14, 1990

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, June 18, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

J. J. Schatz, Acting Secretary  
Transport and Environment Committee

AGENDA

DELEGATIONS

- (A) 9:30 a.m. Alderman H. Merling - Delegation  
School Crossing Guard - Upper Gage Avenue/Loconder Drive
- (B) 10:00 a.m. Mr. Martin Ryan - Lloyd's Glass Limited  
Snow Clearing Charges - 413 Victoria Avenue North
- (C) 10:30 a.m. Publicly Advertised - Laneway Closure  
Emerson Street and Hillview Street
- Publicly Advertised - Road Closure  
Leaway Avenue





1. Approval of the Minutes of the Meetings held April 30 and May 23, 1990

2. CORRESPONDENCE REFERRED FROM CITY COUNCIL

- (a) City of Woodstock - Policy on the Subject of Impaired Driving
- (b) Jamesville B.I.A. - Increased Parking Meter Rates
- (c) County of Wellington - Use of Tire Derived Fuel
- (d) City of Chatham - Use of Refillable Soft Drink Containers
- (e) City of Windsor - Anti-Whistling By-laws
- (f) Canadian Industrial Transportation League - Bill 96 - Length of Vehicles

3. MISS S. WILSON - BOARD OF EDUCATION

Off-street Parking for Teacher/Student Transportation - Norwood School - Information

4. MAYOR R. M. MORROW

Request of F. Tomaszewski - West Park Avenue Drainage

5. DIRECTOR OF PUBLIC WORKS

- (a) Staff Re-organization - Fleet Services
- (b) Contractual Services - Claims Adjustment
- (c) Literacy Courses for Local 5 Employees

6. DIRECTOR OF PROPERTY

- (a) Increased Costs - Demolition - Public Works Yard
- (b) Purchase of 848 Upper Wentworth Street (Fieldway Drive)
- (c) Purchase of 852 Upper Wentworth Street (Fieldway Drive)
- (d) Purchase of 860 Upper Wentworth Street (Fieldway Drive)





7. CITY SOLICITOR

Garbage Collection Agreements

8. MANAGER OF PURCHASING

Tenders - Supply and Delivery of Top Soils

9. COMMISSIONER OF ENGINEERING

- (a) Temporary Pavement - Dulgaren Street
- (b) Servicing Costs - Various Subdivisions
- (c) Banner Display Application - "Amstel Light"
- (d) Illegal Use of Road Allowance - Belmont Avenue North
- (e) Inadvertent Encroachment Agreements

10. DIRECTOR OF TRAFFIC SERVICES

- (a) Traffic Department Re-organization
- (b) Appointment of By-law Enforcement Officers
- (c) Discharge of Commercial Boulevard Parking Agreement -  
135 - 145 MacNab Street North
- (d) Discharge of Residential Boulevard Parking Agreement -  
579 Catharine Street North
- (e) Time Limit Exemption Permit - 165 Park Row South
- (f) Traffic Conditions - Owen Place



11. PARKING REGULATIONS

- (a) Ray St. South Between Jackson St. West and Canada St. - (Tabled Previous Meeting)
- (b) Princess Street Between Earl St. and Sherman Ave. - (Referred Back)
- (c) MacNab Street North Between Mulberry and Colbourne Streets
- (d) Grant Avenue Between Alanson Street and the South End
- (e) Emerson Street Between Holmes and Whitney Avenues
- (f) Ivon Avenue Between Melvin and Britannia Avenues
- (g) Jackson Street West and Poulette Street and the West End
- (h) Fennell Avenue East, East of High Street
- (i) Dalewood Crescent/Sterling Street - Corner Clearance
- (j) Elkwood Drive/West 5th Street - Corner Clearance
- (k) East 19th Street/Fennell Avenue East - Corner Clearance
- (l) Kenora Avenue - Driveway Clearances
- (m) Vansitmart Avenue/Division Street - Corner Clearance
- (n) Reserved Permit Parking Space - Handicapped - 121 Grosvenor Avenue North
- (o) Reserved Parking Permit Space - Handicapped - 172 Picton Street East

12. INTERSECTION CONTROL

- (a) Bobolink Road and Goldfinch Road - 3-way stop
- (b) West 25th Street/Leslie Avenue - 4-way stop
- (c) Templemead Drive/Tudor Street
- (d) Broadway Avenue/Ward Avenue
- (e) Glendale Avenue North/Primrose Avenue

13. NEW BUSINESS14. ADJOURNMENT





# TRANSPORT AND ENVIRONMENT COMMITTEE

## OUTSTANDING ITEMS

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Gibson Avenue Parking Regulations	1989 August 21	Ald. D. Drury	Tabled
2. Time Limit Exemption Permit 8 1/2 Ottawa Street North	1989 November 20	Ald. Christopherson	Tabled
3. School Traffic Officer - Lawrence Road	1989 November 20	Ald. D. Agostino	Tabled
4. Road and Sidewalk Prioritization Reconstruction Program	1990 January 22	Mr. E. Gill	Report Pending
5. Reduce Speed Limits in School Areas	1990 January 22	Mr. M. Main	Report Pending
6. Windermere Basin Rehabilitation Project	1990 March 5	Mr. E. M. Gill	Tabled - P r e p a r e Report
7. Vehicular Traffic - Durand Neighbourhood	1990 March 5	Mr. M. Main	Report on Short Term Solutions
8. Princess Street Parking Regulations	1990 April 2	Ald. D. Drury	Tabled
9. Railway Safety Regulations	1990 April 2	Mr. E. M. Gill	Report Pending

Dated: June 12, 1990

J. J. Schatz  
Acting Secretary



TABLED FOR  
DELEGATION  
BY COMMITTEE  
AT ITS MEETING  
MAY 23RD.

TY OF HAMILTON  
ECOMMENDATION -

(A)

, Transport and Environment Committee

. Eng.  
ic Services

pper Gage Avenue and Loconder Drive - Request for  
School Crossing Guard (TEC-98-90)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Upper Gage Avenue and Loconder Drive at this time.

Murray J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a School Crossing Guard on a full-time basis to any intersection in the City is \$6,887.

BACKGROUND:

Aldermen Henry Merling and John Gallagher have advised of a request from Mr. Paul Wylie, 7 Ambridge Court, that a School Crossing Guard be assigned to the intersection of Upper Gage and Loconder. The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Loconder is required to stop for northbound and southbound traffic on Upper Gage.

The Traffic Department conducted studies at this location on 1990 April 18, and observed 19 crossing movements by children across Loconder and 8 crossing movements by children across Upper Gage during the three school crossing periods which consisted of a total of 2.4 hours. Six of these crossing movements on Gage occurred during the morning crossing period, none during the afternoon period and two during the evening crossing period. The observer has stated that although the traffic volumes on Upper Gage were heavy, the few children who crossed did not have any difficulties, and were senior public school students who should have been able to cross on their own.

Traffic Department records indicate that there has been an average of one collision per year at the intersection over the past seven years and that there has not been a pedestrian collision during this time. This is a good collision rate for this type of intersection, and therefore, the Traffic Department recommends that a School Crossing Guard not be assigned to this location at this time.





FOR ACTION

(B)

REPORT TO: Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 May 2  
COMM FILE: 3-2.2  
DEPT FILE: 90-5000

SUBJECT: Request to Cancel Snow Clearing Charges  
- Lloyd's Glass Limited  
413 Victoria Avenue North

RECOMMENDATION:

That the request by Ryan-Chmiel Holdings Limited to waive the \$924.00 in snow clearing charges, carried out by the Public Works Department on February 5, 1990 and February 27, 1990 because the fee seems excessive and/or because the firm just purchased this vacant lot be denied because staff have carried out the work, left the appropriate notices and assessed the fee in accordance with City Council's policy for snow clearing from sidewalks.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

If the request to waive the \$924.00 for the snow clearing assessed is approved, the \$924.00 will not be assessed to the property owners taxes but will be assessed to the Public Works Department's snow clearing accounts.

Furthermore, because there is absolutely no doubt that the sidewalks were covered with snow/ice and that the Public Works Department did clear the snow and did charge the fee prescribed by City Council, the other 539 charges for an amount of \$137,206.70 assessed over this 1989/1990 winter season should have a similar opportunity for appeal.

BACKGROUND:

On December 15 and 19, 1989 and on February 5 and 27, 1990, the Public Works Department cleared the snow from the sidewalks adjacent to the vacant lot at the south-west corner of Victoria Avenue and Ferrie Street.

There are a total of 88 metres of sidewalk bordering this lot so \$462.00 was charged for each snow clearing.

88 metres (length) X 1.5 metres (width) = 132 square metres

132 square metres X \$3.50 per square meter = \$462.00

TOTAL COST: 4 X \$462.00 = \$1,848.00

Attached is the correspondence from Mr. Ryan, President of Lloyd's Glass Limited wherein he acknowledges that the Public Works Department did in fact clear the snow.

His concerns are:

1. that the fees of \$3.50 per square metre appear excessive
2. that as a recent property owner for this vacant lot that he was not familiar with the City of Hamilton's By-Law requiring property owners to clear the sidewalks adjacent to their properties.

The fee of \$3.50 per square metre has been established to fully recover all costs for inspecting, delivery of notices, clearing of snow, and posting the charges to the tax roll, so that the general tax levy is not burdened. This way, the people who do clear the snow from their sidewalks are not paying property taxes to clear the snow from the sidewalks where residents and/or property owners have not cleared the snow/ice.

Staff have followed the procedures adopted by City Council with respect to notification and charges, so staff are recommending that the suggestion to waive the \$1,848.00 in fees be denied.

JGP/jdh  
Attach.

c.c. Mr. D. Lobo, Manager, Streets and Sanitation



# Lloyd's Glass Limited

RECEIVED

76 KING STREET EAST, HAMILTON, ONTARIO L8M 1A6

TELEPHONE 527-2761

APR 2 1990

CITY CLERKS

March 26, 1990

Transportation & Environment Committee  
Corporation of the City of Hamilton  
City Hall, 71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Re: South West Corner of Victoria & Ferrie St.- Vacant Lot  
413 Victoria Street N.

Dear Sir/Madam:

Please be advised that Ryan-Chmiel Holdings Limited has purchased the above mentioned property on December 15, 1989. Mr. Marty Ryan is the President of both Lloyd's Glass Limited and Ryan-Chmiel Holdings. Ryan-Chmiel Holdings have purchased the land with the intent of building a new head office for Lloyd's Glass Limited on that property.

Lloyd's Glass has been in business in Hamilton for some 52 years however previously we have always leased our buildings and therefore are not completely familiar with all the by-laws of Hamilton that apply to landlords and commercial property owners. To date we have received both in February two snow clearing charges which were assessed on that vacant lot both in the amount of \$462.00. Upon receipt of the first charge I was under the assumption that this was a standard charge that the City assessed for snow removal when the property was vacant. Therefore upon receiving the first notice I took no action assuming this would be assessed in my taxes.

However shortly thereafter within the same month we received another notice once again for the same charge. It then became apparent to me that we were being penalized for snow removal and therefore I contacted the Department of Public Works at 546-2785. I spoke to Jamie in that Department and she advised me that they normally only act upon complaints and that someone had obviously complained that the snow needed to be removed and in both instances the City responded.



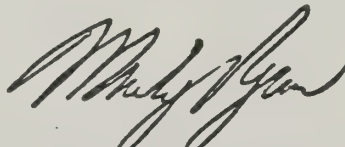
-2-

In my conversation with her she advised me that the City would most definitely prefer that the owner shovel the sidewalks and that she would make a note on the file that if there was another complaint to please call us and I guaranteed her that I would make arrangements to have the sidewalks shovelled.

At Lloyd's Glass typically we have a staff of about 15 men certainly capable of clearing the snow at that particular location. We do not plan to build until the Fall of 1992 but we can certainly guarantee that the same situation will not arise now that we are aware of the by-law in question.

We certainly have no objection to clearing the snow and feel that a \$924.00 assessment is a rather severe way of learning a lesson. Therefore I respectfully request that the Transport & Environment Committee waive these charges and in future we will certainly endeavour not to have the situation duplicated. I would like to point out that Lloyd's has been a long time tax payer to the City and we intend to beautify that property by building our Corporate head office which will certainly be a asset to the City of Hamilton. Once again I respectfully request that you would give this matter fair consideration and in anticipation of a favourable response I would like to thank you in advance for your co-operation, I remain.

Sincerely yours,



Martin G. Ryan  
President



# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## SNOW CLEARING CHARGES ASSESSED



Don't be slow...  
clear your snow

DATE DEC 19 -89

TIME 1:15 pm

ADDRESS S/W CORNER FERRIE & VICTORIA

PREVIOUSLY, ON <sup>M.T. LOT</sup> ~~NO WHERE~~ TO LEAVE NOTICE, A SNOW NOTICE WAS LEFT AT THIS ADDRESS REQUESTING YOUR COOPERATION TO CLEAN THE SNOW/ICE FROM THE SIDEWALK ADJACENT TO THIS PROPERTY, WITHIN 24 HOURS OF A SNOWFALL.

HOWEVER, DURING A SECOND INSPECTION, BECAUSE THE SNOW/ICE WAS NOT CLEARED AWAY, IN COMPLIANCE WITH STREETS BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR THE CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED WILL BE CHARGED TO YOUR PROPERTY TAXES.

132 x \$3.50 per square metre = \$ 462.00

FOR INQUIRIES PLEASE CALL 546-2785

Jim Bnaud  
DEPARTMENT OF PUBLIC WORKS  
REPRESENTATIVE

### COMPLETE IN TRIPLICATE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy

• 280 Acres  
124.710 frontage  
100.000 depth.





S/W CORNER FERRIE & VICTORIA  
M.T LOT DEC - 11 - 39 11:5 PM  
J. BOVAARD DIS-2



# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## SNOW CLEARING CHARGES ASSESSED



DATE DEC 15 1989

TIME 11<sup>15</sup> AM.

ADDRESS S/WEST CORNER FERRIE < VICTORIA  
EMPTY LOT

Don't be slow...  
clear your snow

PREVIOUSLY, ON DEC 14. 1989, A SNOW NOTICE  
WAS LEFT AT THIS ADDRESS REQUESTING YOUR COOPERATION TO  
CLEAN THE SNOW/ICE FROM THE SIDEWALK ADJACENT TO THIS  
PROPERTY, WITHIN 24 HOURS OF A SNOWFALL.

HOWEVER, DURING A SECOND INSPECTION, BECAUSE THE  
SNOW/ICE WAS NOT CLEARED AWAY, IN COMPLIANCE WITH  
STREETS BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR  
THE CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS  
ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED  
WILL BE CHARGED TO YOUR PROPERTY TAXES.

132 x \$3.50 per square metre = \$ 462.00

FOR INQUIRIES PLEASE CALL 546-2785

*Jim Brand*  
DEPARTMENT OF PUBLIC WORKS  
REPRESENTATIVE

COMPLETE IN TRIPLICATE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy

413 Victoria N. 03-02210-0520  
owner: Ormond Industrial Supplies Ltd.  
622 Burlington St. P.O. Box 465  
Hamilton L8L 7V6

280 A.  
124.910 F.  
(2) 02210



• S • 88 • m X 1.5



E

W

S/W COR. FERRIE <sup>N</sup> & VICTORIA  
11 AM DEC 15-89  
Snow D-2 .



FEB 5<sup>TH</sup> 1990  
920 AM  
S/W CORNER VICTORIA  
FERRIE

88 X 1.5 X 3.50

J Borand.



# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## SNOW CLEARING CHARGES ASSESSED

### VACANT LOTS



Don't be slow...  
clear your snow

DATE FEB - 5 - 1990

TIME 9:20 AM

ADDRESS S/W CORNER VICTORIA & FERRIE

ON FEB - 5 1990 IN COMPLIANCE WITH STREETS  
BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR THE  
CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS  
ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED  
WILL BE CHARGED TO YOUR PROPERTY TAXES.

88 x 1.5 x \$3.50 per square metre = \$ 462.00

FOR INQUIRIES PLEASE CALL 546-2785

13-02210-0520

encl. Ryan-Chmielewicz Holdings Ltd.


c/o Martin & Ryan

776 King St.

Ham. Ont L8M 1A4

COMPLETE IN TRIPLICATE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy

  
DEPARTMENT OF PUBLIC WORKS  
REPRESENTATIVE

• 280 acres  
124.910 frontage  
100.00 depth



# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

## SNOW CLEARING CHARGES ASSESSED

### VACANT LOTS



Don't be slow...  
clear your snow

DATE FEB - 27 1990

TIME 800 AM

ADDRESS S/W CORNER VICTORIA & Ferrie

ON FEB 27 1990 IN COMPLIANCE WITH STREETS  
BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR THE  
CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS  
ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED  
WILL BE CHARGED TO YOUR PROPERTY TAXES.

88 x 1.5 x \$3.50 per square metre = \$ 462.00

-02210-0520

FOR INQUIRIES PLEASE CALL 546-2785

mes: Ryan-Chmiel Holding Ltd.

c/o Martin & Ryan

776 King St. E.

Ham. Ont. L8M 1A6

DEPARTMENT OF PUBLIC WORKS  
REPRESENTATIVE

COMPLETE IN TRIPLICATE

- 1 - Property Owner
- 1 - District Copy
- 1 - Office Copy





S/W CORNER  
VICTORIA & FERRIE

FEB - 27 - 1990

J. BOVAIRD

8<sup>00</sup> AM

C (i)

F O R   A C T I O N

REPORT TO:     J. SCHATZ, ACTING SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           E.M. GILL  
                  ACTING COMMISSIONER OF ENGINEERING

DATE:            1990 April 20  
COMM FILE:      3-11.9.3  
DEPT FILE:      T103-03(261)

SUBJECT

Proposed Laneway Closure: between Emerson Street and Hillview Street  
south of Ainslie Avenue.

RECOMMENDATIONS

A.

- a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the laneway south of Ainslie Avenue between Emerson Street and Hillview Street.
- b) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the laneway to be closed.
- c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s) , and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

cont'd....

Proposed Laneway Closure: between Emerson Street and Hillview Street south of Ainslie Avenue.

Cont'd .....

- f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the laneway is granted:

B.

- a) That the City Solicitor be directed to prepare a by-law for the sale of the closed laneway to the abutting owner(s).
- b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

*Ted Gill*

E.M. Gill

Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Frank Szostak representing the abutting owners, to close the subject laneway as shown on the attached drawings.

The present laneway is in the block bounded by Hillview Street and Emerson Street south of Ainslie Avenue.

We have circulated a notice of closure to the affected municipal departments and public utilities, and no objections to this request were received.

Engineering department circularization to the area residents on June 30, 1989 is now complete and results are as follows:

	Total Circularized 59	
3 in favour	27 opposed	28 no response

cont'd.....



Proposed Laneway Closure: between Emerson Street and Hillview Street south of Ainslie Avenue.

Cont'd..

Two independent surveys were conducted by area residents, the results are as follows:

The survey of Mr. Lundie, of 116 Hillview Street - July 22, 1989 indicated the following:

0 in favour	10 opposed	0 no response
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The survey of Mr. Markham of 318 Emerson Street - Sept. 27, 1989 indicated the following:

35 in favour	4 opposed	7 no response
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The land in question, forms part of the Registered Plan number 511 but it is not an alley. It is a strip of land owned outright, in fee simple by the City of Hamilton.

This land was originally acquired by the City along with other lands in a Tax Sale. The deed was registered July 9, 1936 as Instrument No. 29480 N.S. However, since the land, has been used for pedestrian access for the past fifty years, it is recommended that the land be closed by Judge's order.

Regarding the upkeep of this land, Public Works has not spent any money for the maintenance of the subject lands.

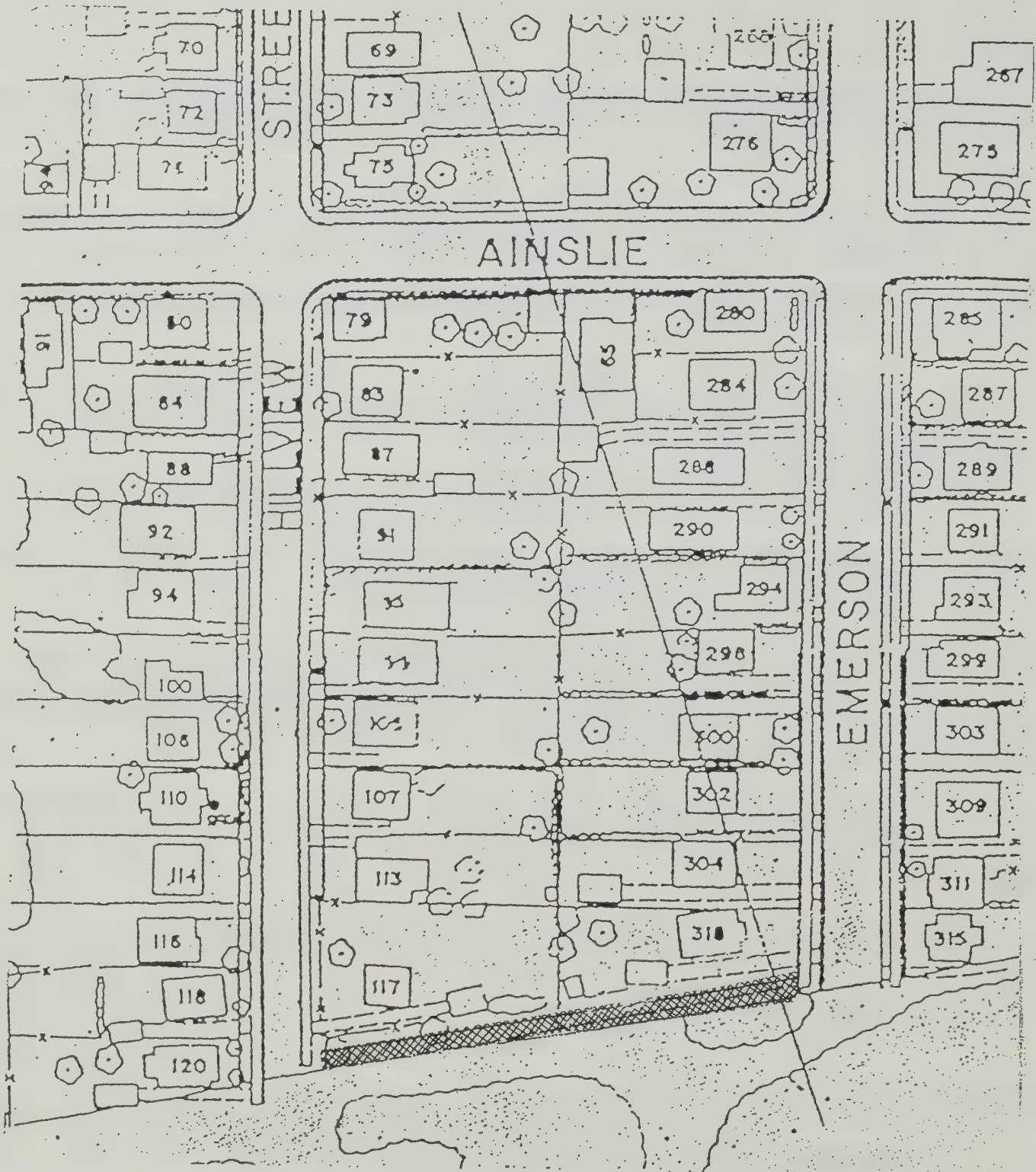
#### CONCLUSION

Since the Transport and Environment Committee has received an application from an abutting owner to close the laneway, and since the requested area is not used for vehicular traffic, we have no objection to this closure request.

JJC: rbo  
Encl.

c.c. L. Lawrence, City Solicitor's Department  
Alderman T. Cooke  
Alderman M. Kiss





# PROPOSED ALLEY CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH  
DEPARTMENT OF ENGINEERING

## LEGEND



ALLEY SUBJECT TO CLOSURE

SCALE

N.T.S.

FILE NO.

T103-03 (261)

NORTH



FOR ACTION

C ii

REPORT TO: SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL  
ACTING COMMISSIONER OF ENGINEERING

DATE: May 2, 1990  
COMM FILE: 3-11.9.3  
DEPT FILE: T103-03(272)

SUBJECT:

Proposed Road Allowance Closure: Leaway Avenue between 813 and 823  
Stone Church Road East

RECOMMENDATIONS:

- A.
- a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order to stop-up and close the unopened road allowance of Leaway Avenue between 813 and 823 Stone Church Road East.
  - b) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the road allowance to be closed.
  - c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
  - d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the enclosed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
  - e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
  - f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Proposed Road Allowance Closure: Leaway Avenue between #813 and #823  
Stone Church Road East

Provided the Judge's Order to close the highway is granted:

B.

- a) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
- b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

*Ted Gill*

---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATION:

N/A

BACKGROUND:

We have received a request from the City of Hamilton Property Department, (Real Estate Division), to close the above mentioned road allowance as illustrated on the attached plan.

The proposed closure is from Stone Church Road northerly to the north limits of Leaway Avenue, between Nos. 813 and 823 Stone Church Road East and has not been used for public travel.

City of Hamilton Property Department (Real Estate Division), initiated this closure request to stop-up and close this unopened portion of road allowance and offer the subject lands to the abutting owners at market value.

Notice of this proposed closure was circulated to all affected municipal and utility companies and no objections were received.

Hamilton Hydro, however, have indicated that a 1'-35' wood pole is within the proposed closure limits and that all relocation costs will be 100% chargeable to the applicant.



-Page 3-  
May 2, 1990

Proposed Road Allowance Closure: Leaway Avenue between 813 and 823  
Stone Church Road East

Circularization to the area residents is now complete and the results are as follows:

Total Number circularized - 77  
In favour - 5    Opposed - 2    No response - 70

Of the 2 objections to the proposal one gave no reason and the other felt that the subject lands should be used as ingress/egress into the Rexford Gardens Survey. The properties from the survey abutting the unopened road allowance are fenced thereby denying ingress/egress to the subdivision.

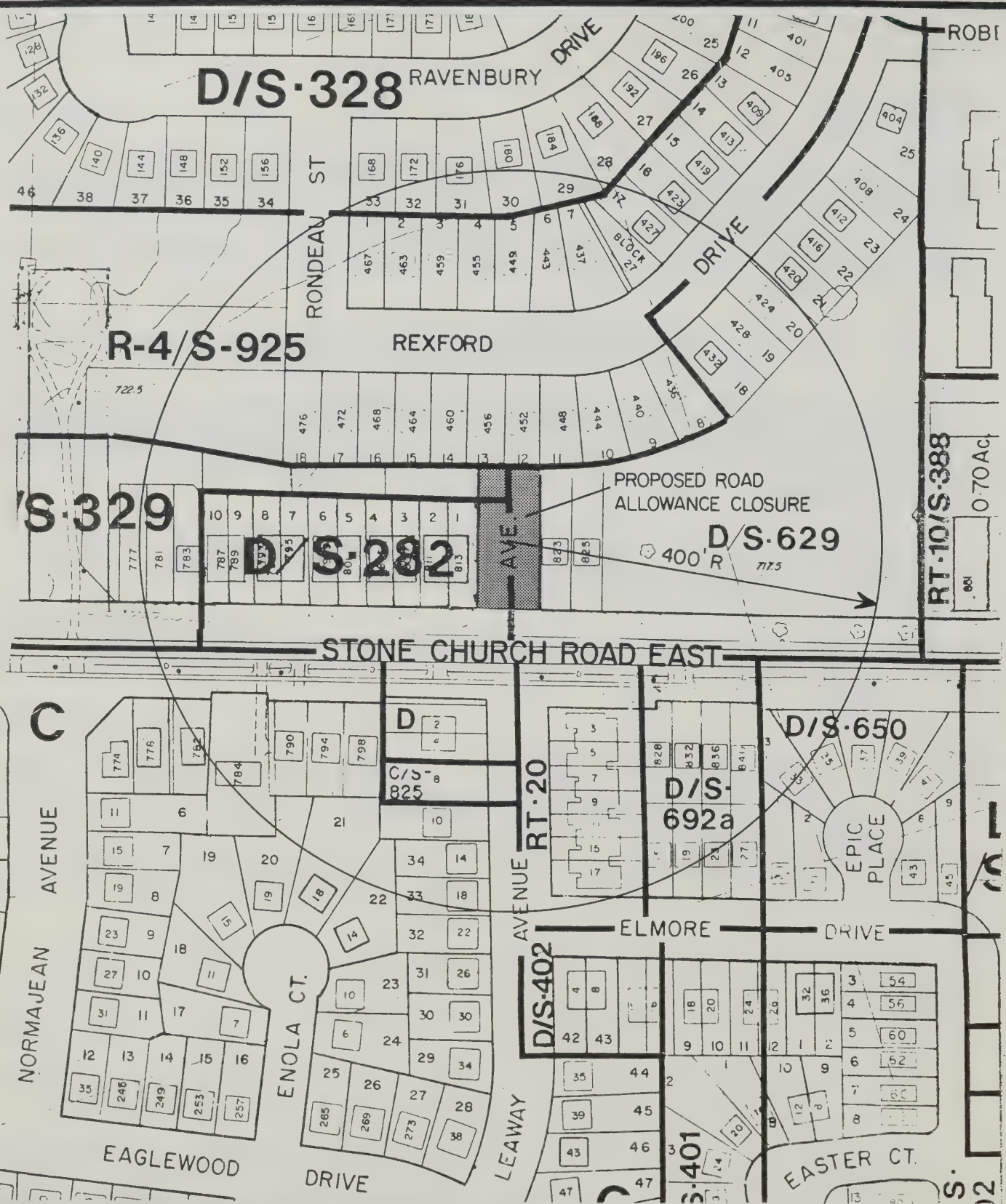
Since the City Property Department feels that the City no longer requires this property, they will offer the lands to the abutting property owners at market value.

As there were no municipal or utility objections and that the residence objections were not relevant, our Department is in favour of this closure.

JKC:ccc  
Encl.

cc: L. Lawrence, City Solicitor's Department  
cc: Alderman J. Gallagher  
cc: Alderman H. Merling





# LOCATION PLAN FOR PROPOSED ROAD ALLOWANCE CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH  
DEPARTMENT OF ENGINEERING

## LEGEND



Proposed Road Allowance Closure

SCALE  
N. T. S.

FILE NO.  
T103 - 03 (272)

NORTH



**MILLAR, ALEXANDER, ISAACS & MILLAR**

BARRISTERS & SOLICITORS

JOHN S. MILLAR, O.C.  
PETER R. W. ISAACS, B.A., LL.B.  
JOHN PAUL MILLAR, B.A., LL.B.

TELEPHONE (416) 528-1186  
FAX (416) 529-7073  
SUITE 201 STELCO TOWER  
100 KING STREET WEST  
HAMILTON, ONTARIO  
L8P 1A2

June 11th, 1990

Chairman, The Transport and Environment Committee,  
71 Main Street West,  
Room 233,  
City Hall,  
Hamilton, Ontario

Dear Sir:

**Re. Proposed Road Allowance  
Leaway Avenue from Stone Church Road northerly  
between 813 & 823 Stone Church Road East, Hamilton**

We enclose copy of Notice received by Hillcrest Masonic Temple Corporation, C/o Mr. Albert Kitchen. This Notice commences by stating comments concerning the proposed road allowance closure were previously requested of the Corporation. The Corporation has not received any prior request to this Notice.

If this road allowance is closed, there will not be any access to the interior of the Randall neighbourhood whatsoever off Stone Church Road from Upper Sherman Avenue to Upper Gage Avenue.

The Neighbourhood plan contemplates a road to be known as Ardleigh Street to run from Rexford Drive through the property of Hillcrest Masonic Temple Corporation to Stone Church Road. This land however remains privately owned by Hillcrest even though all lands to the north have been permitted to be developed without requirement of access being provided to Stone Church Road.

This situation is not improved by the closure of Leeway Avenue.

"Hillcrest" at this time cannot proceed with building plans with service costs of Ardleigh Street to be considered. The marketability of the surplus lands is inhibited as well by the cost of Ardleigh Street.

Yours truly  
MILLAR, ALEXANDER, ISAACS & MILLAR

per:

John S. Millar

JSM:aa  
encls



Monday, April 30, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling Chairman  
Alderman D. Christopherson, Vice-Chairman  
Mayor R. M. Morrow  
Alderman T. Cooke  
Alderman V. J. Agro  
Alderman D. Drury  
Alderman D. Agostino  
Alderman J. Smith

Absent: Alderman T. Murray (Working)

Also Present: Alderman M. Kiss - Part of Meeting  
Alderman G. Copps - Part of Meeting  
Mrs. B. Price, Hamilton Safety Council  
Miss S. Wilson, Board of Education  
Mr. L. Sage, Chief Administrative Officer  
Mr. M. Main, Director of Traffic Services  
Mr. J. Pavelka, Director of Public Works  
Mr. D. Lobo, Department of Public Works  
Mr. T. Bradley, Manager, Purchasing Division  
Mr. G. Aston, Regional Engineering Department  
Mr. M. Watson, Manager, Real Estate Division  
Staff Sergeant G. Williams, Regional Police Department  
Mr. J. J. Schatz, Acting Secretary

The minutes of the meeting held Monday, April 2, 1990 were adopted as circulated to the Members.

Copies of a letter dated March 9, 1990 from Mayor Norrie of the City of Winnipeg, Manitoba to Mayor Morrow advising as to the actions taken by the Winnipeg Council relative to ozone depleting substances were distributed to the Members. The Committee concurred with the suggestion of Mayor Morrow that the City concur with the position of the City of Winnipeg in supporting action to phase out ozone depleting chemicals.

As recommended by the Chairman in a report dated April 27, 1990, the Committee agreed to request the Finance and Administration Committee to provide an amount of \$500. from Account No. CH55307 80040, Hosting of Conferences with Municipal Subject Content for the purpose of extending hospitality to delegates attending this year's National Safety Conference which is being held in Halifax, Nova Scotia. Alderman Merling noted that the purpose of extending the hospitality at this year's Conference is to promote attendance at the 1991 Annual Conference which is being held in the City of Hamilton.

Alderman Merling further advised that Alderman D. Drury will be attending this Conference on behalf of the Committee.

Approval of the  
Minutes -  
April 2, 1990

Ozone  
Depleting  
Substances

Canada's  
National  
Safety  
Conference  
Halifax, N.S.  
Extending  
Hospitality to  
Delegates



All Souls Rectory  
Reduced  
Charge  
For  
Use of  
Boulevard Parking

Alderman Merling requested the Committee reconsider to its decision of March 19, 1990 to take no action on the request of All Souls Rectory, 21 Barton Street West for a reduced charge for the use of boulevard parking. He advised that his intent on having this matter reconsidered is merely to provide an opportunity for representatives of the Church to appear before the Committee to address this matter.

Copies of the report dated March 7, 1990 from the Director of Traffic Services which was before the Committee at its meeting on March 19, 1990 were distributed to the Members.

Following discussion, the Committee agreed to request staff to undertake a thorough review of the boulevard parking policy with particular attention the advisability and feasibility of exempting charitable and non profit organizations from the charges. The Committee requested that the report include the financial implications of exempting such organizations and further that the report include a listing of all charitable and non profit organizations which currently have boulevard parking agreements.

Boulevard Parking  
for One, Two  
and Three Family  
Dwellings -  
Information Report

Copies of an information report dated April 25, 1990 from the Director of Traffic Services respecting boulevard parking for one, two and three family dwellings were distributed to the Members.

Alderman Copps appeared before the Committee and advised that she has concerns with regard to the detrimental effect on property values and the aesthetics and requested the Committee to review its policy in this regard.

Following discussion, the Committee moved to received the information report from the Director of Traffic Services.

Drainage -  
West Park Avenue

Copies of a letter dated April 23, 1990 from Alderman Kiss requesting that the issue of the drainage for 2 lots on West Park Avenue be reviewed by the Transport and Environment Committee were distributed to the Members. In this regard, copies of a report dated October 7, 1988 from the Commissioner of Engineering along with a copy of a report dated November 14, 1989 from Mr. P. Hooker, Acting City Solicitor were distributed to the Members.

Alderman Kiss appeared before the Committee in this regard and suggested that the Committee to take the necessary steps to alleviate the problem.

Alderman Cooke submitted that this issue was previously thoroughly investigated and that it was clearly understood by all concerned that the City has no obligation in this regard. He noted that the developer of the lands, before proceeding with this development, was advised by both the City and Regional Conservation Authority staff of their concerns relative to the drainage problems. He further advised that the City placed an easement on the property which is registered on title for the specific purpose of putting subsequent owners on notice of this easement.

Following discussion, the Committee concurred with the suggestion of Alderman Cooke that the Regional Conservation Authority be informed that the provisions of the fill permit which was issued by the Authority have not been met and request that the Conservation Authority take whatever action it deems necessary to rectify the same.

As requested by Alderman Kiss in a letter dated April 11, 1990 to the Director of Traffic Services, the Committee authorized Traffic Department staff to investigate and report with respect to the request for a school traffic crossing guard on an all year round basis at Locke Street North and Napier Street.

As recommended by the Director of Traffic Services, the Director of Property and the Manager of Purchasing in a report dated April 19, 1990, the Committee agreed to recommend to City Council that approval be given to issued a purchase order to retain a cost consultant, Huinink Consultants Ltd., for the New Traffic Operations Centre at a cost of \$23 000.

It was noted that this purchase order was processed through the emergency procedures of the City.

As recommended by the Manager of Purchasing in a report dated April 23, 1990, the Committee agreed to recommend to City Council that a purchase order be issued to J. J. MacKay Canada Ltd., London, in the amount of \$42 122.44 including all taxes, for the conversion of parking meters, rates and coin types for the Traffic Department, in accordance with the specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest evaluated of two (2) tenders received. Funds provided in Parking Meters Account No. 56156 75999.

As recommended by the Manager of Purchasing in a report dated April 5, 1990, the Committee agreed to recommend to City Council that a purchase order be issued to Laurentide Chemicals, Atlantic Division Ltd., Richibouto, New Brunswick for the supply and delivery of traffic paint as and when required during 1990 by the Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Non-coning white and yellow paint	\$ 1.77 litre
Coning white paint	1.56 litre
Coning yellow paint	1.55 litre
Non-coning thinner	1.20 litre
Coning Thinner	1.10 litre

Provincial sales tax at 8%

NOTE: Lowest of three (3) tenders received. Funds provided in Traffic Pavement Marking Material Account No. 56153 75999.

As recommended by the Director of Property in a report dated April 24, 1990, the Committee agreed to recommend to City Council that the firm of Varga Bros. Wrecking Limited be awarded the contract for the demolition of buildings and clearance of the site of the District 5 Yard - Mohawk Road West according to the specifications as called for by the Manager of Real Estate, Property Department at the price of \$67 490., the lowest of three bids received.

NOTE: Funds available in Account No. CH5X327 00102.

Approval  
of Purchase Order  
to retain  
Cost Consultant  
Huinink Consultants  
Traffic Operations  
Centre

Conversion of  
Traffic  
Parking Meters,  
Rates and Coin  
Types -  
Purchase Order

Purchase  
Order -  
Supply and  
Delivery of  
Traffic Paint

Purchase Order -  
Demolition of  
Buildings and  
Clearance of Site  
of the District 5  
Yard - Mohawk  
Road West

Increase in  
Fees  
for  
Installation  
of  
Banners over  
Main Street

As recommended by the Director of Public Works in a report dated April 20, 1990, the Committee agreed to recommend that the fee to have the Public Works Department staff install a banner over Main Street be increased from \$160. to \$215. for 1990; and further that authorization be given to adjust this fee annually, based on actual rates for costs incurred rounded to the next \$5. amount.

Financial Support -  
Re History of  
Local 5, C.U.P.E.

As recommended by the Director of Public Works in a report dated April 9, 1990, the Committee agreed to recommend that financial support up to \$4 100. be approved to assist in the preparation of the history of Local 5, C.U.P.E., for hiring a student to assist in the work and that the \$4 100. be charged to Account No. 51401 60434, Cleaning of Vacant City Lands.

In Favour of this recommendation were Aldermen Cooke, Agro, Christopherson, Agostino and Smith. Opposed were Aldermen Merling and Drury.

As recommended by the Acting Commissioner of Engineering in a report dated April 25, 1990, the Committee agreed to forward the following recommendation to City Council for approval:

(a) That the following City lands be incorporated into various streets as noted:

- |    |                               |                       |
|----|-------------------------------|-----------------------|
| 1. | Block 80, Plan 62M-616        | into Emperor Avenue   |
| 2. | Block "B", Plan M-180         | into Ottaviano Drive  |
| 3. | Block "A", Plan M-180         | into Angelina Place   |
| 4. | Block 44, Plan 62M-429        | into Greenshire Drive |
| 5. | Part 3, Plan 62R-9668         | into Crerar Drive     |
| 6. | Part 1, Plan 62R-11032        | into Jackson Street   |
| 7. | Part 2, Plan 62R-11032        | into Ferguson Avenue  |
| 8. | Block 74, Plan 62M-633        | into Bastille Street  |
| 9. | Parts 10 & 11, Plan 62R-10931 | into Bastille Street  |

(b) That the appropriate by-laws be enacted to give effect to this resolution.

(c) That the Commissioner of Engineering be authorized and directed to register the by-laws.



As recommended by the Acting Commissioner of Engineering in a report dated April 25, 1990, the Committee agreed to recommend that applications for Inadvertent Encroachment Agreements relative to the following properties, be approved:

105 Canada Street  
21 East Avenue South  
25 Douglas Street  
470 - 472 MacNab Street North  
1117 Cannon Street

Inadvertent  
Encroachment  
Agreements

As recommended by the Acting Commissioner of Engineering in a report dated March 20, 1990, the Committee agreed to recommend that the request from Wentworth Condominium Corporation No. 116 for a Discharge of the Encroachment Agreement registered as Instrument No. 340501 C.D. on January 20, 1986 which provides for driveways with retaining walls at 21 East Avenue South be approved provided that the discharge is prepared to the satisfaction of the City Solicitor and that the appropriate City signing officials be authorized to execute the documents in relation to the Discharge.

Discharge  
of  
Encroachment  
Agreement -  
21 East Avenue  
South

As recommended by the Acting Commissioner of Engineering in a report dated April 19, 1990, the Committee agreed to forward the following recommendation to City Council for approval:

(a) That the submitted schedules for the estimated cost of services in:

- (i) Rymal Estates, Hamilton  
City Share - \$202 406 Subdivider Share \$961 547.
- (ii) The Gardens of Rymal - Phase 1, Hamilton  
City Share - \$118 090.38 Subdivider Share \$147 256.

be adopted for inclusion in the respective Subdivision Agreements with the owners.

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.
- (c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.
- (e) That the City's share of the cost of services for these developments (\$320 496.38) be approved, and that the Finance and Administration Committee recommend the source of funding for these projects.

Servicing  
Costs -  
Rymal Estates  
Hamilton  
and  
The Gardens of  
Rymal, Phase I  
Hamilton

THE FINANCE AND ADMINISTRATION COMMITTEE RECOMMENDS THAT THE CITY'S SHARE OF SERVICES INSTALLED IN "RYMAL ESTATES" IN THE AMOUNT OF \$202 406 AND THE "GARDENS OF RYMAL - PHASE 1" IN THE AMOUNT OF \$118 090.30 TO A TOTAL OF \$320 496.38 BE FINANCED FROM THE RESERVE FOR CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS, ACCOUNT CENTRE NO. CH 00107. CARRIED.



Outdoor  
Boulevard  
Cafe -  
13 Hess St. South

As recommended by the Acting Commissioner of Engineering in a report dated March 27, 1990, the Committee agreed to forward the following recommendation to City Council for approval:

That the application of Ms. K. W. Lo, proprietor of the Taipan House, at 13 Hess Street South, on behalf of the owner Mr. Wm. Robinson, requesting permission to establish an outdoor boulevard cafe, measuring 10.05m x 3.048m for a total area of 30.63m<sup>2</sup>, be approved during the pleasure of City Council provided that:

- (a) The owners prepare a Licensing Agreement and an Encroachment Agreement, satisfactory to the City Solicitor and the Commissioner of Engineering, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss, and the owners provide proof of \$1 000 public liability insurance naming the City of Hamilton as an added insured party, with a provision for cross-liability, and deliver the policy or certified copy or certificate thereof to the City Solicitor and maintain the policy during the currency of the agreements, and deliver annually a renewal certificate of the policy to the City Clerk.
- (b) A Seasonal Licence (from May 1st to October 31st) first year fee of \$1 199.89, which includes an application fee of \$217., be set for the privilege of the Outdoor Boulevard Cafe;
- (c) A subsequent annual fee of \$982.89 be set for the privilege of the Outdoor Boulevard Cafe; and
- (d) The total first year fee of \$1 199.89 shall be due and payable to the Corporation, 30 days from the date of the resolution.
- (e) The owners may occupy the licenced area of the boulevard from May 1st to October 31 and furniture, equipment, etc., must be removed from the area at all other times.
- (f) The owners conform, without exception, to the "Proposed Policy and Procedure Guidelines for Outdoor Boulevard Cafe" as adopted by Council on August 28, 1984; and as amended on July 30, 1985.

Banner  
Applications

As recommended by the Acting Commissioner of Engineering in reports dated April 3, and April 6, 1990, the Committee approved the placement of the following banners over Main Street:

Hamilton Literacy  
Council

- (a) "Hamilton Literacy Council Teaches Adults to Read Call 529-9907"  
March 4, to March 11, 1991

Memorial Cup  
Organizing  
Committee

- (b) "Welcome Canadian Hockey League-Memorial Cup"  
Copps Coliseum - May 4 - 13

As recommended by the Acting Commissioner of Engineering in a report dated April 10, 1990, the Committee agreed to forward the following recommendation to City Council for approval:

That the application of Diane Morris, on behalf of the Hamilton B.I.A. - Downtown Promenade to hold a Sidewalk Sale on Mary Street, Catharine Street, and Hughson Street from King William Street to Main Street on Friday, May 11, 1990 (9:30 a.m. to 12:00 p.m.) and Saturday May 12, 1990 (9:30 a.m. to 5:30 p.m.) be approved by City Council provided that:

- (a) The applicant save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;
- (b) The applicant provide proof of public liability insurance in the amount of \$2 000 000., naming the City as an added insured, with a provision for cross-liability and submit said proof to the Commissioner of Engineering;
- (c) Clean-up of the sidewalk will be carried out immediately following the event, at the expense of the applicant;
- (d) The operation of the sale does not interfere with hydrants, and pedestrian traffic along the sidewalk, nor at bus stop areas. A minimum of 1.5m of unobstructed sidewalk must remain open for pedestrian traffic; and,
- (e) The City of Hamilton Department of Public Works and the Regional Police Department be notified of this event.

As recommended by the Acting Commissioner of Engineering in a report dated April 5, 1990, the Committee agreed to forward the following recommendation to City Council for approval:

That the closure of the following City Streets from 5:00 p.m. to 11:00 p.m. on Saturday, June 9, 1990 and Sunday June 10, 1990 in order that Comunita Racalmutise Maria Santissima Delmonte may hold a Street Festival:

- Murray Street East between Hughson St. and James St. North
- Murray Street West between James Street and MacNab St. North
- James Street North between Barton Street and the CNR Bridge

be approved during the pleasure of City Council provided:

- (a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, if deemed appropriate by the Traffic Department, on the affected roadways, and at the expense of the organizing group.

Sidewalk Sale -  
Hamilton B.I.A. -  
Downtown  
Promenade

Street  
Festival -  
Comunita  
Racalmutise  
Maria Santissima  
Delmonte

- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (d) That the applicant provide proof of \$2 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police; Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.
- (f) That no property owner or resident within the barricaded area will be denied access to their property upon request.
- (g) That all property owners and tenants along the closed portion of the route be notified of the festival race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Street  
Closure -  
Boy Scouts and  
Girl Guides Parade

As recommended by the Acting Commissioner of Engineering in a report dated April 23, 1990, the Committee agreed to forward the following recommendation to City Council for approval:

That Hess Street North be closed between King Street West and York Boulevard from 8:45 a.m. to 12:00 p.m. on Saturday, May 26 1990 in order that the Boy Scouts and Girl Guides may hold a parade provided:

- (a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, if deemed appropriate on the affected roadways, and at the expense of the organizing group.
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (d) That the applicant provide proof of \$2 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police; Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.
- (f) That no property owner or resident within the barricaded area will be denied access to their property upon request.
- (g) That all property owners and tenants along the closed portion of the route be notified of the Parade by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.



As recommended by the Acting Commissioner of Engineering in a report dated April 18, 1990, the Committee agreed to recommend approval of the following Street Lighting Program in the total estimated cost of \$374 000.:

Main Street West, Dundurn to Queen	\$ 70 000.
Main Street West, Queen to Bay	\$ 44 000.
Main Street West, Haddon to Paradise	\$ 35 000.
Upper Ottawa Street and Fennell Avenue, Intersection	\$ 18 000.
Other Small Projects - Reconstruction	\$ 30 000.
Spot Improvements - Requests	\$ 15 000.
Miscellaneous Projects - by HHES	\$ 50 000.
Concrete Pole Replacements	\$ 10 000.
Stone Church Road, at Pritchard	\$ 28 000.
King William Street, Catharine to Ferguson	\$ 15 000.
Rymal Road, Nebo to Upper Ottawa	\$ 12 000.
King Street, Nash to Owen Place	\$ 15 000.
Rice Avenue, Mohawk to Wendover	\$ 5 000.
Upper Horning, Golf Links to Amalfi	\$ 27 000.
<b>TOTAL</b>	<b>\$ 374 000.</b>

The Committee agreed to recommend that the Chairman or his nominee and one member of the Transport and Environment Committee be authorized to attend the 1990 Air and Waste Management Association - 83rd Annual Meeting and Exhibition, to take place June 24 to June 29, 1990 in Pittsburgh, Pennsylvania.

Copies of a report dated April 23, 1990 from the Director of Traffic Services recommending that the Board of Education for the City of Hamilton be requested to provide adequate off-street parking for teachers and adequate off-street loading for pickups and drop-offs in order to eliminate the conflicts created by parents picking up and dropping off their children on Terrance Drive adjacent Norwood Park School, were distributed to the Members.

Miss Wilson agreed to raise this issue with the Board of Education and to advise the Committee of its response.

As recommended by the Director of Traffic Services in a report dated April 23, 1990, the Committee agreed that, a contract position of Traffic Operations Technologist (Schedule A-14) be established in the City of Hamilton Traffic Department for a duration of 18 months.

It was noted that the salary, overhead and benefits for the employee conducting this project will be funded entirely by the Regional Engineering Department and the Ministry of Transportation on an equally-shared basis. There will be no cost to the City.

Street Lighting  
Program

Air & Waste  
Management  
Conference -  
Pittsburgh, PA  
June 24 to June 29  
1990

Off-street  
Parking -  
Norwood  
Park School

Traffic  
Operations  
Technologist



Approval  
of  
Various  
Traffic  
Regulations

As recommended by the Director of Traffic Services in various reports, the Committee agreed to forward the following recommendations to City Council for approval:

That the City Traffic By-law No. 89-72 be amended to provide for the following:

- (a) That unrestricted parking be permitted on the east side and a full-time parking prohibition be implemented on the west side of Fraser Avenue between Argyle Avenue and Campbell Avenue, in place of the existing "Alternate Side Parking" regulation.
- (b) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Jackson Street West between Ray Street South and Pearl Street.
- (c) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Hess Street South, commencing at a point 109 feet south of Jackson Street West and extending to a point 90 feet southerly therefrom.
- (d) That parking be prohibited on the west side of Frid Street from Chatham Street to a point 169 feet northerly therefrom.
- (e) That a "Permit Parking" regulation be implemented on the south side of Mulberry Street commencing at a point 63 feet east of Bay Street North and extending to a point 65 feet easterly therefrom; and that the Director of Traffic Services be authorized to issue, upon request one time limit exemption permit to the resident at No. 104 Mulberry Street and two permits to the resident at No. 108 Mulberry Street.
- (f) That "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Saturday," regulation be implemented on both sides of Crockett Street between East 31st Street and East 32nd Street.
- (g) That stopping be prohibited on the north side of Inverness Avenue between Upper Wellington Street and East 11th; and that stopping be prohibited on the south side of Inverness Avenue from a point 30 feet west of the west curb line of East 11th Street to Upper Wellington Street.
- (h) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Maplewood Avenue commencing at a point 58 feet west of Springer Avenue and extending to a point 92 feet westerly therefrom.
- (i) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Edwina Place commencing at a point 92 feet south of Berko Avenue and extending to a point 120 feet southerly therefrom.
- (j) That parking be prohibited on the west side of Niagara Street commencing at a point 103 feet north of the C.N.R. Tracks and extending to a point 24 feet northerly therefrom.
- (k) That the existing "Permit Parking" regulation on the south side of Crestwood Drive which commences 25 feet east of David Street and extends to a point 20 feet easterly therefrom be relocated such that the regulation commences 77 feet east of David Street and extends to a point 20 feet easterly therefrom.

- (l) That stopping be prohibited on the north side of Crockett Street between East 34th Street and a point 69 feet easterly therefrom; and that stopping be prohibited on the south side of Crockett Street between East 34th Street and a point 47 feet westerly therefrom; and that the existing stopping prohibition on the north side of Crockett Street between East 34th Street and a point 50 feet westerly therefrom be shortened, such that the prohibition extends to a point 28 feet west of East 34th Street.
- (m) That three-way stop control be implemented at the intersection of Cline Avenue South and Paul Street.

As recommended by the Director of Traffic Services in a report dated April 23, 1990, the Committee agreed to recommend that the Director of Traffic Services be authorized to issue one time limit exemption permit to Ms. Leakhena Bun, No. 401 - 151 Queen Street North.

Time Limit  
Exemption Permit -  
#401 - 151  
Queen Street North

In a report dated April 26, 1990, the Director of Traffic Services reported to the Committee with respect to his Department's involvement in the prosecution of parking offences for area municipalities.

Following discussion, the Committee agreed to forward the following recommendation to City Council for approval:

Report -  
Prosecution  
of Parking  
Offences for  
Area  
Municipalities

- (a) That the Director of Traffic Services be authorized to provide parking infraction prosecutions for other Area Municipalities within the Region, on the basis of a charge of \$5.00 per prosecution for Traffic Court and \$40.00 per prosecution for the Appeal Court; and
- (b) That the actual cost of prosecution be monitored in order that the level of the charges may be reviewed in December of 1990; and
- (c) That the City Solicitor be directed to consider the need for an agreement between the City of Hamilton and the individual Area Municipalities, to formalize the terms of providing prosecution services in Court for those Area Municipalities wishing to participate and is deemed necessary, undertake to prepare the necessary agreement.

Public Forum -  
Proposed  
Road Closure -  
Bedford Street

At 10:30 o'clock a.m., the Committee met in a public forum to hear comments of the public with respect to the proposed road closure of Bedford Street from Rymal Road East to the north limits of Bedford Street.

The Committee was advised that Notices were sent to 66 owners and area tenants with the following results: In Favour of the Proposed Road Closure - 9; Opposed - None; No Response - 55.

Following discussion, the Committee agreed to forward the following recommendation to City Council for approval:

- (a) That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order to stop-up and close the unopened road allowance of Bedford Street from the Widened Limits of Rymal Road East to the north Limits of Bedford Avenue.
- (b) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the road allowance to be closed.
- (c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- (d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- (e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
- (f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

And provided the Judge's Order to close the highway is granted:

- (i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owners(s).
- (ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

The Committee reviewed and approved the presentation to City Council of the following Bills:

Bills

- (a) Bill B-45 A By-law respecting construction of local improvements of a concrete sidewalk on the south side of Barton Street from Kenora Avenue to Centennial Parkway
- (b) Bill B-46 A By-law to Incorporate Part 10, Plan 62R-9436 into Presidio Drive
- (c) Bill B-47 A By-law to Incorporate Parts 1 and 2, Plan 62R-11002 into Rexford Drive
- (d) Bill B-48 A By-law to Incorporate Block 30, Plan 62M-644 into Acadia Drive
- (e) Bill B-49 A By-law to Incorporate Parts 8 and 9, Plan 62R-6969 into Silverton Avenue
- (f) Bill B-50 A By-law to Incorporate Parts 1, 2, 3, 4, 5, and 6, Plan 62R-4121 into Templemead Drive
- (g) Bill B-51 A By-law to Incorporate Block 80, Plan 62M-616 into Emperor Avenue
- (h) Bill B-52 A By-law to Incorporate Block 74, Plan 62M-633 and Parts 10 and 11, Plan 62R-10931 into Bastille Street
- (i) Bill B-53 A By-law to Incorporate Block "B", Plan M-180 into Ottaviano Drive
- (j) Bill B-54 A By-law to Incorporate Block "A", Plan M-180 into Angelina Place
- (k) Bill B-55 A By-law to Incorporate Block 44, Plan 62M-429 into Greenshire Drive
- (l) Bill B-56 A By-law to Incorporate Part 3, Plan 62R-9668 into Crerar Drive
- (m) Bill B-57 A By-law to Incorporate Part 1, Plan 62R-11032 into Jackson Street
- (n) Bill B-58 A By-law to Incorporate Part 2, Plan 62R-11032 into Ferguson Avenue
- (o) Bill B-59 A By-law to Incorporate Part of Reserve in William Strong's Survey, on Registered Plan No. 300 into Fairholt Road
- (p) Bill B-60 A By-law to Incorporate All of Block 82 and part of Block 81, Plan 62M-628 into Bastille Street
- (q) Bill B-61 A By-law to Incorporate Block 81, Plan 62M-628 into Brigade Drive
- (r) Bill B-62 A By-law to Amend By-law No. 89-72 to Regulate Traffic
- (s) Bill B-63 A By-law to Amend By-law No. 89-72 to Regulate Traffic

The meeting then adjourned.

Adjournment

TAKEN AND READ AND APPROVED,

J. J. Schatz, Acting Secretary  
April 30, 1990

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

Typed by M. J. Walton





Wednesday, May 23, 1990  
12:45 o'clock p.m.  
Room 219, City Hall

The Transport and Environment Committee met in special session.

Present: Alderman H. Merling, Chairman  
Alderman D. Christopherson, Vice-Chairman  
Alderman T. Cooke  
Alderman V. J. Agro  
Alderman D. Drury  
Alderman J. Smith

Absent: Mayor R. M. Morrow - Civic Business  
Alderman D. Agostino - Civic Business  
Alderman T. Murray - Civic Business

Also Present: Mrs. B. Price, Hamilton Safety Council  
Miss S. Wilson, Board of Education  
Mr. M. Main, Director of Traffic Services  
Mr. G. Aston, Regional Engineering Department  
Mr. J. Pavelka, Director of Public Works  
Mr. D. Lobo, Department of Public Works  
Mr. D. Vyce, Director of Property  
Mr. R. Martiniuk, Manager, Architectural Division  
Mr. Mahendra Shah, Architectural Division  
Mr. J. J. Schatz, Acting Secretary

Mr. Trevor Garwood-Jones, Architect, appeared before the Committee in connection with the proposed new Traffic Operations Centre. He displayed to the members 3 concept plans for the proposed building.

Traffic Operations  
Centre

The three concepts provided for the following:

<u>Concept</u>	<u>Area Square Feet</u>	<u>Cost Estimate</u>	<u>Cost Per Square Foot</u>
A.	55 330	\$ 5 588 700.00	\$ 101.00
B.	56 510	\$ 5 704 000.00	\$ 100.93
C.	55 860	\$ 5 803 000.00	\$ 103.88

Following a review of the plans, the Committee concurred with the following recommendation of the Director of Traffic Services and the Director of Property:

- That concept - "B" for the New Traffic Operations Centre as prepared by the Trevor Garwood-Jones Architects Inc., be approved.
- That the Chairman and two (2) ward aldermen be authorized and directed to arrange for a public information meeting to be held as soon as possible.
- That subject to the pre-tender estimate being within budget, staff be authorized and directed to call for tenders for this project.

Release  
of  
Holdback -  
Frid  
Construction  
Company Limited

As recommended by the Treasurer in a report dated April 30, 1990, the Committee approved the release of a holdback in the amount of \$4 210.50 to Frid Construction Company Limited for completion of the contract, P.O. 33690/3601, for the construction of District Office and Utility Building on Rymal Road pending receipt by the Treasury Department of the standard release forms from the contractor and City Solicitor.

Release  
of  
Holdback -  
Bulk-Store Structures

As recommended by the Treasurer in a report dated May 2, 1990, the Committee approved the release of final holdback in the amount of \$8 822.40 to Bulk-Store Structures Limited for the completion of the contract, P.O. 3723, for the construction of a Salt Dome at B.A. Court Yard pending receipt by the Treasury Department of the standard release forms from the contractor and City Solicitor.

Incorporation of  
City Lands  
Into Various  
Streets

As recommended by the Commissioner of Engineering in a report dated May 17, 1990, the Committee agreed to recommend that the following lands be incorporated into the various streets:

(a)	<u>Street Name</u>	<u>Description of Lands being Incorporated</u>
	Leggett Crescent	Parts of Block "DX" Plan M-119, Designated as Parts 1, 4 and 5 Plan 62R-7152.
	Leggett Crescent	Parts of Lot 7, Concession 7, Township Barton, Designated as Parts 6, 7 and 8, Plan 62R-7152.

(b) That the appropriate By-laws be enacted to give effect to this resolution.

(c) That the Commissioner of Engineering be authorized and directed to register the By-laws.

Amendment to  
City Traffic  
By-law No. 89-72  
Re "Provincial  
Disabled Permit"

As recommended by the Director of Traffic Services in a report dated April 23, 1990, the Committee agreed to recommend to City Council that the City Traffic By-law No. 89-72 be amended to replace all references to the "Municipal disabled permit" with the "Provincial disabled permit".

NOTE: The Province of Ontario has enacted Bill 219 to replace Municipal disabled permits and disabled licence plates with universal disabled permits issued by the Minister of Transportation.

No. 16 Rowanwood  
Street -  
Discharge of  
Residential  
Boulevard  
Parking Agreement

As recommended by the Director of Traffic Services in a report dated May 2, 1990, the Committee agreed to recommend to City Council that the existing residential boulevard parking agreement registered as Instrument No. 12206 C.D. to the property at No. 16 Rowanwood Street be discharged, at the property owner's expense; and that the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

As recommended by the Director of Traffic Services in a report dated May 2, 1990, the Committee agreed to recommend to City Council that the existing residential boulevard parking agreement registered as Instrument No. 295613 C.D. to the property at No. 76 Leeming Street be discharged at the City's expense; and that the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

In a report dated May 7, 1990, the Director of Traffic Services recommended that a school crossing guard not be assigned to the intersection of Upper Gage Avenue and Loconder Drive at this time.

The Committee concurred with the request of the Chairman in that this matter be tabled in order to afford him the opportunity to bring in a delegation before the Committee.

The Committee concurred with the recommendation of the Director of Traffic Services as contained in the report dated April 30, 1990 that a school traffic officer not be assigned to the intersection of Sanatorium Road and Rice Avenue at this time.

As recommended by the Director of Traffic Services in a report dated May 2, 1990, the Committee agreed to recommend to City Council that a taxi stand to be in effect from 7:00 a.m. to 6:00 p.m. Monday to Saturday, be implemented on the west side of Queen Victoria Drive commencing at a point 129 feet north of Queensbury Drive and extending to a point 60 feet northerly therefrom.

The Committee tabled the report of the Director of Traffic Services dated April 30, 1990 respecting parking regulations on West 1st Street between Monarch Road and Wembley Road.

As requested by Alderman Cooke, the Committee agreed to table the report of the Director of Traffic Services respecting parking regulations on Ray Street South between Jackson Street West and Canada Street.

As requested by the Chairman, the Committee agreed to table the report of the Director of Traffic Services dated May 4, 1990 respecting intersection control of Carriagegate Drive and Parkplaza Drive.

No. 76 Leeming  
Street -  
Discharge  
of  
Residential  
Boulevard Parking  
Agreement

Intersection of  
Upper Gage Avenue  
and Loconder Drive  
School Crossing Guard  
- Tabled

School Crossing Guard -  
not be assigned -  
Intersection of  
Sanatorium Road  
and Rice Avenue

Taxi Stand -  
Queen  
Victoria Drive

Parking Regulations  
West 1st Street Between  
Monarch and Wembley Rds.  
Tabled

Parking Regulations -  
Ray Street South Between  
Jackson West and Canada  
Street - Tabled

Intersection Control  
Intersection of  
Carriagegate Drive and  
Parkplaza Drive - tabled



Approval of  
Various  
Traffic  
Regulations

As recommended by the Director of Traffic Services in various reports, the Committee agreed to recommend that City Traffic By-law No. 89-72 be amended to provide for the following:

- (a) That an "Alternate Side Parking" regulation be implemented on East 14th Street between Brucedale Avenue and Fennell Avenue such that parking is prohibited on the west side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November.
- (b) That a "No Stopping" driveway clearance be implemented on the south side of Albright Road commencing at a point 460 feet west of Nicklaus Drive and extending to a point 110 feet westerly therefrom.
- (c) That parking be prohibited on the north and west sides of Horning Drive commencing at a point 118 feet south of Lionsgate Avenue and extending to a point 180 feet southwesterly therefrom.
- (d) That parking be prohibited on the south and west sides of Elora Drive commencing at a point 123 feet north of Elmira Drive and extending to a point 178 feet northwesterly therefrom.
- (e)
  - (i) That a "Permit Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 71 feet east of Graham Avenue North and extending to a point 20 feet easterly therefrom; and
  - (ii) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Pasquale Pescatore, 68 Graham Avenue North.
- (f)
  - (i) That southbound traffic on Prins Avenue be required to stop for eastbound and westbound traffic on Vittorito Avenue; and
  - (ii) That a "No Stopping" regulation be implemented on the west side of Highridge Avenue commencing at Vittorito Avenue and extending to a point 113 feet southerly therefrom.
- (g) That the existing "No Parking" corner clearance on the west side of Ellingwood Avenue commencing at Oakland Drive and extending to a point 94 feet southerly therefrom be extended, such that the prohibition commences at Oakland Drive and extends to a point 206 feet southerly therefrom.

Approval of the  
Bills

The Committee reviewed and approved the presentation to City Council of the following Bills:

Bill B-64	A By-law to Amend By-law No. 89-72 to Regulate Traffic
Bill B-65	A By-law to Amend By-law No. 89-72 to Regulate Traffic
Bill B-66	A By-law to Incorporate Parts of Block DX, Plan 62M-119 into Leggett Crescent
Bill B-67	A By-law to Incorporate Parts 6, 7 and 8, Plan 62R-7152 into Leggett Crescent

Adjournment

The meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

J. J. Schatz, Acting Secretary  
May 23, 1990

Corporation of the City of Hamilton  
Memorandum

2(a)

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TO: Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

YOUR FILE:

FROM: Mr. K. E. Avery  
City Clerk

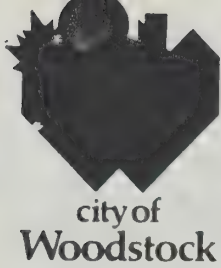
OUR FILE:  
PHONE: 546-4587

SUBJECT: POLICY ON THE SUBJECT OF IMPAIRED DRIVING DATE: 1990 April 27

Attached please find a copy of a letter dated April 12, 1990 from the Assistant Clerk, City of Woodstock respecting a policy on the subject of impaired driving, which was presented to City Council at its meeting on April 24, 1990 and referred to the Transport and Environment Committee.

*K. E. Avery*

Attachment



RECEIVED

APR 16 1990

CITY CLERKS

OFFICE OF THE CITY CLERK  
City Hall  
P.O. Box 40  
500 Dundas Street  
Woodstock, Ontario  
N4S 7W5  
Telephone: (519) 530-1291

April 12, 1990

City of Hamilton  
71 Main St. W.  
Hamilton, Ontario  
L8N 3T4

Attn: E.A. Simpson, Clerk

Re: Policy on the Subject of Impaired Driving

E.A. Simpson:

City Council, at its meeting held on April 5th, 1990, gave consideration to a brief from the DUTI Committee (Driving Under The Influence) respecting recommendations for the government to implement a complete policy on the subject of impaired driving.

Council endorsed the brief and in so doing, requested that it be sent to all Ontario municipalities with a population of 25,000 or more for their consideration and endorsement.

City Council requests the brief be supported and this favourable support be expressed to the Attorney General, your local Member of Parliament, A.M.O. and the City of Woodstock.

Yours truly

*Louise Gartshore*

Louise Gartshore  
Assistant Clerk

LG/mt  
encl.



**DRIVING  
UNDER  
THE  
INFLUENCE**

The goal of the *DUTI* project is to reduce the incidence of Driving Under The Influence of alcohol. Total community involvement is contributing to the fulfillment of this project. It is your *DUTI* to share in the success. You are part of the solution.

**Oxford County  
DUTI Committee**  
P.O. Box 215  
Woodstock, Ontario  
N4S 7W8  
(519) 539-4889

March 15, 1990

Hon. Ian Scott  
Attorney General  
11th Floor  
720 Bay Street  
Toronto, Ontario  
M5G 2K1

Dear Honourable Member:

We are a committee of concerned citizens, who, for the past six years, have been working to reduce the incidence of drinking and driving. Although there has been some improvement, especially with the R.I.D.E. Program, we feel there is much more to achieve.

We also feel that the government does not have a complete policy on the subject of impaired driving and there should be one, beginning with the issuance of a driver's licence.

We respectfully suggest the following recommendations -

1. To raise the legal drinking age from 19 to 21 years.
2. To remove all beer and wine advertisements from print and television.
3. To lower the blood alcohol content for a person charged with impaired driving from .08 to .05 (this was also advised at CounterMeasures '89 Conference by a coroner who was speaking).
4. To raise the fine to \$1,000. and two year's licence suspension; and possibly a jail term for first time offence.
5. To issue a \$2,000. fine and a 90 day jail term for second offence.
6. To suspend driver's licence for life time, along with a six month jail term and a fine for third offence.



To: Honourable Ian Scott  
Attorney General

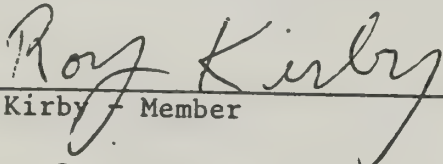
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Mar. 15/90

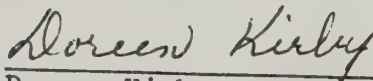
7. With every impaired driving offence, we recommend that the driver's license not be returned until a period of counselling for alcohol abuse is completed.
8. In the event of serious injury or death, whether it be first or second impaired driving offence, that there be a life-time driver's suspension.
9. To impound the vehicle of an impaired driver for the length of time that the driver's licence is suspended, or any vehicle that person is caught driving while licence is under suspension, be confiscated (except in the case of a stolen vehicle).
10. To advise the public of these rules and regulations - a form should be designed - for acknowledgement by the new driver/convicted driver - before issuance and/or renewal of licence.
11. When the date these rules and regulations come into effect, that notification be forwarded to each person previously holding a driver's licence, to be acknowledged, signed and returned before the date of placement of this legislation.

We strongly feel that rights of victims/potential victims and the safety of the public in general, outweighs the rights of impaired drivers. We are optimistic you share these views.

We look forward to your reply.

Sincerely,  
OXFORD COUNTY DUTI COMMITTEE

  
\_\_\_\_\_  
Roy Kirby - Member

  
\_\_\_\_\_  
Doreen Kirby - Member

c.c. - C. Tatham, M.P.P.  
Woodstock City Council Members ✓

P.S. - we would appreciate receiving copy of your reply  
(R.R. # 5, INGERSOLL, Ontario N5C 3J8).

Thank you.

2161

Corporation of the City of Hamilton

Memorandum

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TO: Mr. J. J. Schatz, Acting Secretary  
Transport and Environment Committee

YOUR FILE:

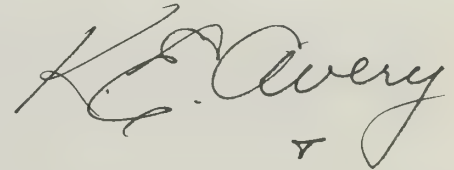
FROM: Mr. K. E. Avery  
City Clerk

OUR FILE:  
PHONE: 546-4587

SUBJECT: INCREASED PARKING METER RATES

DATE: 1990 April 27

Attached please find a copy of a letter dated March 30, 1990 from Mr. Michael D. Panopoulos, President, Jamesville B.I.A. respecting increased parking meter rates which was presented to City Council at its meeting on April 24, 1990 and referred to the Transport and Environment Committee.



Attachment

c.c. Mr. Murray Main  
Director of Traffic Services

Mr. E. C. Matthews  
City Treasurer



RECEIVED

MAR 9 1990

CITY CLERKS

BUSINESS IMPROVEMENT AREA

March 30, 1990

City Clerk's Department  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Attention: Mr. E.A. Simpson

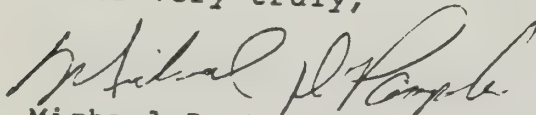
TO ALL MEMBERS OF CITY COUNCIL

On March 13, 1990 under the heading "Report of the Transport and Environment Committee" City Council passed a motion to approve the 100% increase in the parking meter rate in the City of Hamilton.

The Board of Management and the merchants of the Jamesville Business Improvement Area are sure that this increase will impact very negatively on the local business. Jamesville has only one off street parking area for 189 businesses.

We would like to make a request to Council to kindly reconsider this issue, with input from the area businessman whose existence rests on the proper resolution of this concern.

Yours very truly,

  
Michael D. Panopoulos  
President

2(e)

\*\*\*\*\*

**YOUR FILE:**

OUR FILE:

DATE: 1990 May 15

J. A. Thompson

c.c. Mr. E. M. Gill, P.Eng.  
Acting Commissioner of Engineering





COUNTY (

OFFICE OF THE COUNTY CLERK  
JAMES C. ANDREWS, CLERK CO-ORDINATOR  
TEL: (519) 837-2800  
FAX: (519) 837-1909

RECEIVED

APR 9 1990

April 3, 1990

CITY CLERKS

File #  
113.290

TO: Counties and Regions and Local Municipalities  
with population over 50,000

Attention Municipal Clerk

Dear Sir/Madam:

At its Session of Wellington County Council held on March 29, 1990, the Township of Puslinch requested County Council's support regarding the use of tire derived fuel by St. Marys Cement Co.

In response to this request County Council passed the following resolution:

"That the Council of The Corporation of the County of Wellington, at the request of The Corporation of the Township of Puslinch, supports St. Marys Cement Co. in their efforts to test burn tire derived fuel (TDF) made from scrap tires as a supplemental fuel in the firing of their cement kilns, and that this Resolution and supporting documents be forwarded to the Ministry of the Environment, local M.P.P.s, A.M.O. and all Counties and Regions and Local Municipalities with a population over 50,000. Carried"

I am enclosing herewith the background information and respectfully request that this be considered and hopefully supported by your Council and that the Ministry of Environment your local Members of Parliament and A.M.O. be advised of your support.

Thank you for your attention to this matter.

Yours sincerely,

James C. Andrews,  
Clerk Co-ordinator.  
JCA:d

c.c. Township of Puslinch



# Township of Puslinch

OFFICE OF CLERK AND TREASURER

*Council Action*

ITEM No.	11-4
COUNCIL DATE	MAR. 29/90

(MRS.) BRENDA BEATSON

R.R. 3 Guelph, Ontario N1H 6H9  
(County Rd. 34, Aberfoyle)  
Telephone: (519) 763-1226

March 8, 1990

County of Wellington Administration Centre  
74 Woolwich Street  
Guelph, Ontario  
N1H 3T9

Attention: Mr. James C. Andrews, CMC  
Clerk Co-ordinator

Dear Mr. Andrews:

Re: St. Marys Cement Co. - Tire Derived Fuel Project

Waste management and recycling are under the jurisdiction of the County of Wellington, and consequently Puslinch Township Council request that the enclosed material from St. Marys Cement Co. be brought to the attention of County Council members.

Township Council support St. Marys Cement Co. in their efforts to use tire derived fuel (TDF) made from scrap tires as a supplemental fuel in the firing of their cement kilns. It should be noted that at this point in time, the Cement Co. only wishes to test burn rubber tires for fuel.

Puslinch Council requests that the County consider passing a resolution in support of the foregoing for circulation to Ontario municipalities.

Thank you for your attention to this issue and we look forward to hearing from you.

Yours very truly,

*Brenda Beatson*

Brenda Beatson, A.M.C.T.  
Clerk-Treasurer  
Township of Puslinch

EB:rk  
encl.

cc: R.E. Wechselberger, P. Eng.

TOWNSHIP OF PUSLINCH

RECEIVED

FEB 20 1990

Office of the Clerk Treasurer

January 8, 1990

The Honourable Jim Bradley  
Minister, Ministry of the Environment  
Government of Ontario  
135 St. Clair Avenue West  
Toronto, Ontario, M4V 1P5

Dear Mr. Bradley:

I noticed in the Globe and Mail (Jan. 4, 1990, I believe) that MOE has rejected the application of St. Mary's Cement Company for a permit to test burn rubber tires for fuel. There is a great deal of evidence that this decision is a mistake.

As you know, waste tires are accumulating rapidly and represent a serious waste disposal problem. Cement plants can reduce fuel costs by 20% by burning tires and industrial wastes instead of coal for up to 25% of their fuel needs. Because of the 1450 C. temperatures required to make cement and the 7 second residence time for fuel in the burning zone, combustion is virtually total. Ash is incorporated into the clinker and ground into cement.

A cement plant is filled with powdered limestone which neutralizes acid gases. Electrostatic precipitators ( and baghouses in some plants) further clean emissions. Tests in Europe and the U.S. indicate that cement plants are a safe method of tire disposal. At 13,000 BTUs per pound of tire, the mountains of tires which are accumulating represent an important source of fuel. Canadian cement plants may not be competitive with U.S. operations unless they are permitted to use this type of fuel since U.S. plants are now burning tires.

Piles of waste tires are breeding grounds for vermin and mosquitoes. Perhaps the most serious concern is that piles of tires may ignite spontaneously and are almost impossible to extinguish.

I hope you will reconsider the decision to deny St. Mary's  
Cement the opportunity to test the use of waste tires as fuel.

Sincerely,

Rodger Schwass, Professor  
Faculty of Environmental  
Studies, York University.



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## ST. MARYS CEMENT COMPANY

### TIRE DERIVED FUEL PROJECT PRESENTATION BRIEF

#### 1. Executive Summary

St. Marys Cement Company is an Ontario based resource company that produces cement and numerous other products for the building trade. The production of these materials is very energy intensive and the company has a continuing program to modernize its plants, explore other means of improving the operations of its cement kilns, and reduce fossil fuel usage with appropriate alternate fuels.

St. Marys Cement is actively investigating the use of processed waste tire fuel as a potentially viable and on-going option for application in its cement kilns. The company has previously conducted a short test to evaluate the handling and feeding characteristics of shredded tire chips. The current project would document and analyze factors related to production, quality control, fuel feed, and emissions, over a 7 to 10 day period using tire derived fuel. This processed material would act as an economical fuel supplement to replace some of the plant's imports of coal. Other cement companies around the world are experiencing success and operating economies with tire derived fuel usage.

The St. Marys Cement Company is well aware of the growing waste disposal crisis faced by Ontario and the rest of Canada. Adding impetus to the proposed tire derived fuel project are the recent approaches by several waste management firms, waste processors, and municipalities which have contacted St. Marys Cement for assistance in this regard.

There is currently a huge oversupply of surplus unmarketable tires in illegal dump storage. The growing annual Canadian surplus has been estimated by The Rubber Association of Canada Scrap Tire Task Force to be equal to two thirds of the 26 million passenger tire equivalents generated each year.

As a responsible strategy, most solid waste should be recycled, reused, reduced or recovered. Since tire-derived fuel consists of about 65% volatile materials, its use as fuel is an appropriate and necessary interim step to recover energy from what is currently a major solid waste problem. Although significant efforts are underway by the private sector to process the tires to crumb rubber, these efforts are hampered by the lack of product markets, funding constraints and technical difficulties.

If tire shredder operators and crumb rubber producers could deliver a portion of their otherwise unmarketable production and residue to large energy consumers, this option would improve their operations, assist with economies of scale, quality control, and reduce their waste disposal costs. This complementary benefit of energy usage for tire material will enhance the efforts directed towards Ontario's goals of the 4 R's program.

The results from St. Marys' proposed trial burn for tire derived fuel will provide experience pertaining to environmental control, cement quality, and the local plant changes required for an on-going tire fuel supplement program, so that a corporate decision can be made to ascertain if it is viable to proceed on a full-scale basis.



## 2. Introduction

St. Marys Cement Company is an Ontario based resource company established in 1912. Over the years the company expanded and built a second cement facility at Bowmanville, Ontario and acquired several operations in the United States for added production and marketing of its many products. St. Marys now has hundreds of employees and is conducting a significant expansion and modernization of the Bowmanville cement plant.

The cement industry is aware of environmental issues and can participate in optimizing the use of resources and minimizing society's wastes. By utilizing suitable wastes as fuel substitutes, the cement industry can consume them in high temperature kilns and absorb the by-products into its cement materials as useful components.

This is a form of energy conservation that preserves higher quality fossil fuels for residential and commercial consumers who do not have the cement industry's flexibility.

St. Marys has been aware of the mounting problem of solid waste disposal in southern Ontario. This has reached near crisis proportions and certain wastes such as tires have been designated as materials that are restricted from landfill disposal in certain areas. It is only a matter of time before additional waste materials are dealt with in this fashion, and there is speculation in the Toronto area that industrial solid wastes will not be accepted at all if new dump sites are not approved soon.

St. Marys Cement proposes to conduct a short test demonstration in handling tire derived fuel at the St. Marys, Ontario plant, using some of the tire surplus as fuel for its kilns. During



the test, emissions and operating conditions will be monitored and recorded. Based on the success of these results, St. Marys Cement may want to proceed to utilize tire derived fuel as a regular fuel additive to supplement imported coal for its kiln burning needs.

### 3. Background

Tires are a potential resource generated world-wide, and which Ontario citizens discard as waste at the rate of one per year for each resident. Tires are also manufactured in Ontario's four tire plants, and are used on the many new vehicles that our automobile industry produces for Canadian use and export around the world.

Tire Business, a rubber industry journal, recently estimated that there may be as many as 6 billion tires in tire dumps around North America. This has been continually increasing because of the inability to find alternate uses for scrap tires. These quantities are generated in highly populated areas like southern Ontario; since other jurisdictions also have surpluses, the tires tend to be dumped at locations that offer the cheapest overall disposal cost.

Landfill sites throughout North America have been considering disallowing the dumping of whole tires, and many will not allow shredded tires.

The processing of tires by shredding reduces the space required at landfills, but this oil rich commodity has other uses, such as energy, and it should not be buried. The landfills, after all, are quickly filling and the tipping fees for regular solid waste have risen about 500% in only a few years, to about \$85 per tonne in the Toronto area. Many landfills still accepting tires have added higher disincentive fees for their disposal.

Independent tire dumps have been established over the years, and although there have been considerable efforts by "tire jockeys" to export the reusable tires to developing countries,

make tires available for retreading in Ontario, and sell them to American casing dealers, a backlog of tens of millions of tires has developed in rural Ontario storage areas, and stockpiles are growing.

These tire dumps in certain cases become breeding areas for mosquitoes and rodents which can transmit diseases affecting humans. The tire piles are also a concern to fire departments as they can be ignited by vandals and are very difficult to extinguish. The oils in the tires are released in these unplanned tire yard fires, causing serious damage to the soils, ground water, and the air through uncontrolled combustion.

Proper shredding of the tires to a clean edged tire chip can result in a material that is much safer and easier to store or transport, as well as useful for further processing or controlled combustion such as in a cement kiln. There is a pressing need for dependable outlets for the tire material present in tire dumps, which accumulates in growing quantities every year.

Tire recyclers have tried to utilize as much material as economically possible, and perhaps more. Technitread, a passenger tire retreader in Brantford, declared bankruptcy this year, and Retico Rubber Inc., of Ayr, a pioneer in Ontario cryogenic tire crumb processing is also in receivership. These companies and others have been unsuccessful so far in achieving commercial success for tire recycling in Ontario.

The cement industry, however, has been quite successful in many countries around the world in utilizing tires as fuel. As many as 30 cement companies in West Germany are equipped to burn tires. Operations in the United States include California



where they have very strict environmental air standards. Demonstrations in Canada have included a series of successful test burns by Canada Cement Lafarge at the St. Constant, Quebec cement plant.

Other locations, such as in Greece, have been importing tire chips from the United States and other sources. However, there are now concerns about the spread of mosquito borne diseases to other countries. The export of Ontario's old scrap tire stocks is thus an unlikely solution for the waste tire problem.

St. Marys, like several other cement companies, has been using imported coal as part of its fuel supply. Other fossil-based fuels used by the industry include petroleum coke, oil and natural gas. Rubber tires have proven to be an excellent fuel supplement for cement kilns. Their energy content is at least equal to coal or petroleum coke on a basis of energy per unit weight. In addition, rubber tires have a lower sulphur content than either of these two conventional fuels now used in Ontario. In a cement kiln, the proven reliable process, high temperatures, and long retention times, provide the most cost-effective, safe, and environmentally sound method of energy recovery available.

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Because the cement industry is a very large user of energy in its processes, fuel expenses comprise up to 30% of the cost of the finished product. As other American and European manufacturers utilize wastes for fuel, they achieve cost reductions and gain advantages over Ontario based producers as free trade materializes.

On the other hand, reduced fuel costs achieved in Ontario plants using tire rubber supplements will protect Canadian domestic markets and encourage the growth of Canadian cement exports.



#### 4. St. Marys Program

St. Marys Cement conducted a short test almost one year ago in order to evaluate the handling of various sizes of tire material, examine temperature stability in the kiln, and ascertain if a more extended test would require modifications to present plant systems.

In order to conduct a more informative trial during the proposed 7 to 10 day test interval, St. Marys has obtained a proposal from Independent Measurement and Technology Inc. (I.M.E.T.), a firm based in Markham, Ontario, to independently monitor and compare air emissions during the noted period. The resulting report on these tests will be available for review by government environmental officials for their own analyses. In effect, the comprehensive trial will evaluate all operational matters ranging from the delivery and handling of the processed tires, to stack emissions and cement product quality.

## Tire Recycling Industry

Ontario is involved in the world effort to resolve the scrap tire recycling problem. Solutions here must be within the context of other activities that will invariably affect Ontario industries. It is a common goal, including St. Marys', that more of the world's processed resources must be recycled or reused.

The scrap tire industry has, over the years, made extensive efforts to reprocess their waste into other products through rubber reclaiming plants. The market for reclaimed rubber was lost as tire manufacturers changed to production of steel belted tires with more stringent quality controls. Subsequently, the reclaiming plants closed and the scrap tire industry lost its low grade outlet for this waste. In turn, this caused tire stock piles to grow in size and to proliferate in numbers.

Many of these hundreds of piles are unregulated, and the international movement of tires has increased as the free trade of the surplus entailed finding the least expensive tire dump. Tipping fee increases in one community simply transfer the problem to a less restrictive jurisdiction.

Most scrap tires have usually been sorted already to retrieve the reuseable and retreadable tires, as well as diversions for stamping and crumbing operations. This step which, ideally, can remove up to 70% or 80% of the tire stream, still generates a residue which may be appropriate as a long-term fuel supplement option. This would complement Ontario's 4 R's program by removing the unusable fraction for energy.

In other jurisdictions, such as Wisconsin, the governments are using tire tax revenue to fund clean up of unregulated tire dumps. These tires are shredded and utilized as fuel at several large energy consumers including pulp and paper installations where they are mixed with wood residues; at some small utilities the rubber fuel is burned with coal. The magnitude of the tire waste stream has dictated that fuel usage must be the foundation for resolving the tire surplus until other recycling and crumb rubber markets develop.

All the recycling operations eventually leave the tire as waste at some point. Second-hand tires finally wear out, as do retreaded tires. Firms stamping products out of tires must still recycle their unusable portions or dispose of them. The tire jockey or tire yard still has left-over tires that must be either stored or shredded and disposed of.

New companies and systems are attempting to separate end-stream scrap tires more economically into their components of rubber, metal and fabric. The crumb can be reused for certain rubber products, or used to extend some plastics. However, in 1987, according to Scrap Tire News of Suffield, Connecticut, there were only about 65 million pounds of crumb rubber sold in the U.S.A. compared to the available production capacity of about 100 to 144 million pounds.

There have been technical obstacles to more extensive usage. These include the fact that rubber in the tires has been vulcanized in the curing process so that when it is taken apart it is very difficult to successfully bond the crumb rubber back together or to most other materials.

This concern about bonding is one of the reasons why today's new tires do not contain any recycled tire material. Other



cerns relate to the stringent specifications for radial tires, and product liability. The increased quality of tires has allowed tread life for passenger tires to triple during the last 20 to 30 years, thereby minimizing the number of tires requiring disposal.



## 6. Tire Surplus

There is currently one tire equivalent generated each year for each individual in Ontario. This has been occurring for many years, and the result is widespread rural collections ranging from the farmer's "back 40" to the larger piles throughout the province. For the most part, these tire piles are left over after the reusable tires have been sorted and marketed.

This glut of waste tires is still increasing according to the May 1989 report of the Rubber Association of Canada Task Force. They found that less than one third of the annual scrap tire stream was expected to be reused or recycled. This leaves an annual surplus that they recommend may be processed as tire derived fuel.

More readily available fuel applications would encourage the involvement of rubber users to try to utilize tire material. There is concern that, without an established outlet for wastes from recycled tires, the costs or inability to dispose of residues will be prohibitive to the rubber recycling industry. However, the existence of a number of outlets to burn scrap tire material would help enhance the province's 4 R's program, especially when the rubber processors are trying to expand their recycling efforts.

As an example, there are currently no economies of scale available as incentives for tire shredders or tire crumb producers in Ontario. The ability to divert certain sizes or types of tire chips, or crumb rubber, would help allow the processor to optimize the particular tire processing system and accommodate seasonal demand patterns.

Eventually, the rubber industry will be successful in its product development and marketing efforts and may be able to price the scrap tire material at levels that will make burning uneconomical for the cement industry. However, that event is not in the foreseeable future, and use of the current surplus scrap tire material as fuel is a prudent measure that can help bolster tire recycling efforts in Ontario.

## 7. Government Initiatives

Ontario has in place, and is developing, programs to encourage recycling. This is similar to efforts being conducted in at least 15 U.S. states. The 4 R's program in Ontario is a progressive plan to better utilize some of the province's waste streams. The need for such a program is highlighted by the 3 months delay encountered for the Ministry of the Environment to review increasing numbers of applications for assistance.

With so many competing jurisdictions promoting recycling, the surplus of identifiable wastes such as newsprint, glass, plastics and tires will continue until the major processors become more involved in developing product applications and marketing strategies.

Ontario's \$5 tire tax will generate about \$35 million over the next year that can be directed towards recycling tires. However, with the tax proceeds flowing to general funds and no specific program or plan in place, improved recycling efforts are unlikely to be stimulated by the tire tax.

There is an economic value for tire derived fuel, but a large pulp and paper company or cement company needs to obtain it for free. This allows for the substantial capital cost of any storage, handling and environmental equipment necessary. As well, the extensive time, expense, and effort required for the private sector to satisfy the government's various regulations must be considered.

Provincial efforts to divert the surplus must include an element of energy usage, or the viability of tire recycling operations will suffer, and the implementation of financially sound 4 R's programs will be impeded. The cement industry and

he Task Force for Scrap Tire Disposal of the Rubber Association of Canada both agree that the use of the 65% oil based energy content in the tires as fuel is a valid Recovery component in Ontario's Reduce, Reuse, Recycle and Recovery waste strategy.



## 8. Summary

The responsible management of waste must focus first on the materials recovery and recycling of products which are present in the waste stream, and activities which may act as a disincentive to this philosophy should be reviewed thoroughly before implementation. The incineration of waste, conducted simply for purposes of expedient disposal, is a regressive strategy which is detrimental to the environment and alternative programs.

However, the proposed St. Marys project constitutes a very responsible and progressive approach with respect to two important issues; the effective and useful management of a significant waste stream component, and the conservation of non-renewable fossil fuels.

The controlled use of processed waste tires as a substitute for fossil fuels in cement kilns can provide an effective and practical means of addressing the important issues of waste management and energy conservation.

St. Marys Cement Company

Tire Derived Fuel Project

Submission Distribution List

1. The Honourable James Bradley  
Minister of the Environment  
135 St. Clair Ave. W.  
15th Floor  
Toronto, Ontario  
M4V 1P5
2. The Honourable Lyn McLeod  
Minister of Energy  
6th Floor, Room 6323  
Whitney Block  
99 Wellesley St. W.  
Toronto, Ontario  
M7A 1W3
3. Premier David Peterson  
Room 281  
Legislative Building  
Queen's Park  
Toronto, Ontario  
M7A 1A2
- Mr. Walter Elliot, M.P.P.  
Room 320  
Legislative Building  
Queen's Park  
Toronto, Ontario  
M7A 1A2
- Mr. Charlie Tatham, M.P.P.  
Room 321  
Legislative Building  
Queen's Park  
Toronto, Ontario  
M7A 1A2
4. The Honourable Lucien Bouchard  
Minister of the Environment  
Terrasses de la Chaudiere  
10 Wellington St.  
29th Floor  
Hull, Quebec  
K1A 0H3

7. The Honourable Jake Epp  
Minister of Energy, Mines & Resources  
580 Booth St.  
21st Floor  
Ottawa, Ontario  
K1A 0E4
8. Ms. Sheila Copps, M.P.  
Room 369, West Block  
House of Commons  
Ottawa, Ontario  
K1A 0A6
9. The Rubber Association of Canada  
10 Four Seasons Place  
Etobicoke, Ontario  
M9B 6G2  
Att: Mr. David H. Morgan
10. Canadian Portland Cement Association  
365 Bloor St. E.  
Suite 1900  
Toronto, Ontario  
M4L 3L4  
Att: Mr. Eric G. Fines, President
11. Hugh Edighoffer, M.P.P.  
Room 180  
Legislative Building  
Queen's Park  
Toronto, Ontario  
M7A 1A2
12. The Honourable Robert Nixon, M.P.P.  
Frost Building South  
7th Floor  
Queen's Park  
Toronto, Ontario  
N7A 1Y7
13. The Honourable Shirley Collins, M.P.P.  
700 Bay St.  
3rd Floor  
Toronto, Ontario  
M5G 1M6
14. The Honourable Chris Ward, M.P.P.  
23 Main St.  
Dundas, Ontario  
L9H 2P7

2(d)

Corporation of the City of Hamilton

Memorandum

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TO: J. Schatz. Acting Secretary  
Transport and Environment Committee

FROM: Mr. J. J. Schatz  
Deputy City Clerk

OUR FILE:  
PHONE: 546-2727

SUBJECT: RESOLUTION - CITY OF CHATHAM  
- USE OF REFILLABLE SOFT DRINK  
BEVERAGE CONTAINERS

DATE: 1990 May 31

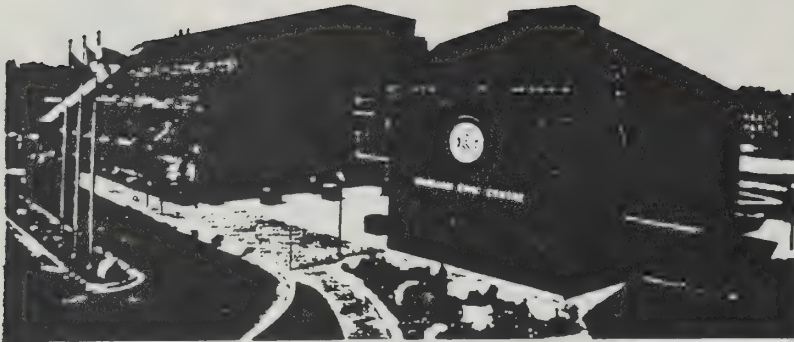
Attached please find a copy of a letter dated May 1, 1990 from the City of Chatham respecting the use of refillable soft drink beverage containers which was referred to the Transport and Environment Committee by City Council at its meeting on May 29, 1990.



att.

c.c.: Mr. J. Pavelka, Director of Public Works  
Mr. G. Aston, Regional Engineering Department





519-332-4300  
FAX  
519-436-3237

THE CORPORATION OF THE CITY OF CHATHAM  
RECEIVED

P.O. BOX 640  
CHATHAM, ONT., May 1, 1990  
N7M 5K8

MAY 7 1990

OUR FILE \_\_\_\_\_  
YOUR FILE \_\_\_\_\_

Dear Sir/Madam:

CITY CLERKS

RE: USE OF REFILLABLE SOFT DRINK BEVERAGE CONTAINERS

Chatham City Council at its meeting held on April 30, 1990 considered a brief from Alderman Paul D. Watson with respect to Provincial requirements for the use of refillable soft drink beverage containers in Ontario. Council endorsed the brief and adopted Resolution No. 90-19 dealing with this subject; a copy of the Resolution and related material has been enclosed for your information.

In accordance with the decision of Council, we request that you place the Resolution and supporting documents on your Council's agenda for their consideration and endorsement and that favourable support be expressed to the Minister of the Environment and your local M.P.P.

Thank you for your consideration of this important issue.

Yours very truly

Brian W. Knott  
Solicitor/Clerk

BWK:fl

enc

CITY OF CHATHAM

RESOLUTION 90-19

WHEREAS the most important of the four "R's" of reduce, re-use, recycle, and recover are reduce and re-use;

AND WHEREAS the Province of Ontario is considering reducing the minimum requirements relating to the use of refillable soft drink beverage containers;

AND WHEREAS this will permit the soft drink industry to produce non-refillable containers thereby leading to an increase in the municipal waste stream and a greater litter problem, thereby leading to increased municipal costs;

BE IT RESOLVED that the Government of the Province of Ontario be urged that as a minimum, the current minimum requirements relating to the use of refillable soft drink beverage containers, be maintained,

and

BE IT FURTHER RESOLVED that the Government of Ontario increase and strengthen these minimum requirements.

AND FURTHER that this Resolution be circulated to the Premier of Ontario, the Minister of the Environment, the Minister of Municipal Affairs, Maurice Bossey, MPP-Chatham-Kent, the Association of Municipalities of Ontario, and all Ontario municipalities with a population in excess of 20,000 with a request to endorse the Resolution.

MOVED BY: ALDERMAN WATSON

SECONDED BY: ALDERMAN SULMAN

## M E M O R A N D U M

TO: MAYOR AND COUNCIL  
FROM: ALDERMAN PAUL WATSON  
DATE: APRIL 27, 1990  
RE: PROPOSED RESOLUTION

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AIM:

To recommend that a resolution in the form of the draft resolution attached be forwarded to the Minister of Environment, Minister of Municipal Affairs, the Premier of Ontario, Maurice Bossey, MPP, the Association of Municipalities of Ontario, and all Ontario municipalities with a population in excess of 20,000.00 with a request to endorse the said resolution.

BACKGROUND:

At the large urban section meeting of the Association of Municipalities of Ontario in Windsor on April 26, 1990, Bill Armstrong, the President of Energy Pathway Inc., advised that the Provincial Government was preparing to bring forth a change in regulations, within the next four weeks, which would reduce the requirement that at least 30% of all soft drink beverage containers be returnable. It appears that these regulations may be scrapped in their entirety thereby permitting the soft drink industry to completely abandon refillable containers. A copy of Mr. Armstrong's report is attached to this memorandum. From Mr. Armstrong's point of view, the support of the Ontario Multi-Material Recycling Corporation (OMMRI) by the soft drink industry was a sham to enable them to promote recycling at the cost of promoting reusable containers. This has permitted the soft drink industry to shift the cost of controlling the waste generated by soft drink containers from the soft drink industry to the municipalities, which will shoulder the burden of operating recycling programs in most cases at a loss. The further irony is that in going to non-refillable containers, it is not necessary for the soft drink industry to have bottling plants in the smaller regional municipalities for the purpose of collecting, cleaning, and re-filling the refillable bottles. This permits the soft drink industry to mass produce non-returnable beverage containers in the large centres such as Toronto and close down the smaller bottling plants in the small, less central municipalities. This may explain why the Coca-cola bottling plant in Chatham recently closed operations.

RECOMMENDATION:

As set forth above.

  
ALDERMAN PAUL D. WATSON



# **WHY ABANDONING REFILLABLE SOFT DRINK CONTAINERS IS A BAD DECISION**

## **Industry Arguments For Abandoning Refillable Containers**

1. According to the Ontario Ministry of the Environment (MOE) and Ontario Multi-Material Recycling Incorporated (OMMRI), the consumer demands disposable containers.
2. Industry is setting a unique precedent in taking responsibility for the waste products they produce.
3. Recycling solved this problem.

## **The Arguments Examined**

### **1. Consumer Demand**

Although disposable containers are convenient, historically the consumer copes quite nicely with 100% refillable or returnable beer containers. The apparent shift in consumer preference has been manipulated in the following ways: first, there is virtually no consumer choice in single-serving sized soft drinks; choice is restricted to large, refillable glass bottles. Thus, the legitimate convenience of single-serving containers is linked to the dubious "convenience" of throw-away packaging. Soft drinks sold commercially at bars, restaurants and through vending machines are predominately in one-way containers, which creates a sense that there is no other single-serving alternative. There is no available data to prove the proportion of ads showing disposable containers, but casual observation of the industry's television advertising strongly suggests that one-way containers are acceptable.

Disinformation about the cost and effectiveness of the blue box system and recycling in general is rampant, and neither the soft drink industry nor the MOE is doing anything about it. If, in fact, the industry sincerely wanted to maintain a higher refillable percentage of these products, it is within their power, and yet they have heavily promoted disposable containers.

### **2. The Myth of "Industry Leadership"**

In supporting blue box recycling, the soft drink industry's apparent motive is the elimination of the deposit system. The argument put forward by Alcan that the cost of maintaining the deposit system might amount to more than \$60 million a year is one designed to elicit some sympathy from the consumer. However, their fundamental rationale for support of the blue box has never been clearly stated by industry. It is as follows:

Like any other large concern, the easiest way to control production costs and



maximize profits is to consolidate operations into as few and as large units as can be accomplished. Until the blue box came along, the single factor preventing this consolidation was the requirement that soft drink containers be refillable and reusable. In abandoning refillables, we have pronounced the death sentence on all of the small bottling and distributing facilities across the province that service their own communities.

The irony of this situation should not be lost on small municipalities which are now paying very high prices to collect and recycle disposable containers whose presence in the marketplace was made possible by closing down and curtailing operations of the local bottling plants. It is cynical for the soft drink industry to preach stewardship of the environment while methodically dismantling a perfectly workable, environmentally friendly network of small, community-based businesses.

### 3. The Myth of the Third 'R'

For any thoughtful person, the disappearance of the refillable bottle, by choice or circumstance, is somewhat compensated by the presence of a blue box by which we send our one-way containers back to the marketplace. Unfortunately, facts do not support the apparent comfort this has given consumers in making purchasing choices when it comes to beverage containers. The main points are:

- Blue box systems are extremely costly to operate;
- The cost of these systems is borne by the municipal taxpayer, and to a lesser extent by the provincial taxpayer;
- Recycling is a third-rate strategy when compared to avoiding waste material in the first place (reduction), or the second 'R', reusing;
- The blue box is a low capital cost, high operating cost program with dubious potential to capture more than three or four materials at curbside. 1.8 million boxes have contributed a 2% reduction in Ontario's landfill requirements. About one-quarter of this 2%, or one-half of 1% of Ontario's total landfill, is comprised of the metal, glass and plastic containers accepted in the blue box program.

Disposable soft drink containers make up roughly 1% of Ontario's solid waste stream. In other words, the simple requirement for 100% refillable beverage containers would produce a diversion from landfill double that of all containers currently captured within the blue box system. The immediate impact would be a large reduction in the estimated \$20-40 million a year in the operational costs of the blue box system now being borne exclusively by the taxpayer;

- In terms of operational costs the above is the good news, since the blue box is, so far, almost exclusively servicing single-family dwellings, the "easiest" sector to service. The workplace, food service facilities and rural communities are all sectors which have, so far, remained largely unserved due to well understood constraints. Since the blue box is a high operating cost system, the costs will get dramatically higher as we push into the different sectors. The public has been denied clear and candid information on the real costs of recycling and its inferiority for all of the reasons stated above, to a comprehensive application of reduction and reuse. The above is a classic example of the way in which a special interest can negatively influence public policy in pursuit of its own narrow goals.

None of the numbers, percentages or dollar values quoted in this brief can be guaranteed as being accurate. In light of the mixed motives alluded to in the preceding points this is quite understandable, as the key players seem intent on narrowing the scope of debate.

#### **Some Additional Points of Interest**

- Soft drink industry funding for the "blue box" through OMMRI has amounted to \$20 million over four years. Even if you accept this as credible, the industry's share of the combined capital and operating costs for a typical municipal blue box program is less than 10%.

However:

- a favourable tax ruling—the substance of which OMMRI refuses to divulge—may reduce the actual cost-impact on the industry by as much as half. The balance is actually forgone corporate taxes at both the provincial and federal levels. In other words, they're playing, at least partially, with taxpayer dollars;
- beyond easily identified capital grants, there is not a shred of evidence that anyone held OMMRI accountable for how this money has been spent;
- when a municipality seeks one-third capital funding for a blue box program from the MOE, it must guarantee the collection of three materials—typically, newsprint, cans and glass containers. To get one-third capital funding from OMMRI, municipalities must guarantee the collection of an additional material—empty PET plastic pop containers. Invariably, the municipalities feel compelled to say yes to PET in order to obtain start-up funds. PET can cost \$1500/tonne to collect and nets only \$300/tonne sales revenue. Over the life of the program, higher operating costs will more than cancel any short term financial benefit gained by OMMRI's capital contribution. The real question is— who's running this program?



PET bottles, by the way, could be the easiest container to eliminate under a more stringent refillable policy and no domestic market exists for recycled PET;

- the original argument that the blue box could be made economically viable— i.e., not just a way to shift costs from the soft drink industry onto the backs of the taxpayer— rested on the premise that the aluminum beverage can would become dominant in the Ontario marketplace. At \$1500 to \$2000/tonne this seemed like a compelling argument. However, this never happened— aluminum today is a very small portion (2%) of the material captured in blue boxes, so much so that few communities can afford the \$200,000 plus required for separation equipment. This, combined with the lag in demand for newsprint, and the unforeseen requirement to totally decontaminate and colour-separate glass, has created a financial nightmare for municipalities that is totally at odds with the MOE's and the industry's contentions;
- far from being the "backbone" of recycling (as quoted by Jim Bradley in the Globe and Mail, April, 19, 1990), the mindless proliferation of avoidable waste containers is the "back-breaker" of the municipal effort to run effective and affordable recycling programs. Recycling "more" is a pointless exercise when reduction and reuse alternatives go wanting.

**OSDA**

**Ontario  
Soft Drink  
Association**

RECEIVED

JUN 4 1990

2 Sheppard Ave East, Suite 1700 ■ Willowdale, Ontario M2N 5Y7 ■ Telephone 416/224 2555 ■ Fax 416/224 1553

CITY CLERKS

May 28, 1990

Dear Municipality:

Recently, you may have heard through the media, or through other documentation you may have received, a lot of criticisms regarding the soft drink industry in Ontario.

You may have also heard that the soft drink industry is planning on getting rid of the refillable/returnable container. This is patently false.

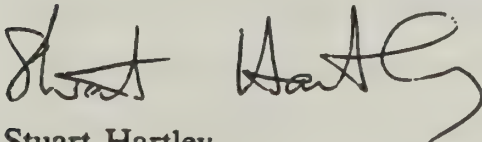
Attached you will find a position paper from the Ontario Soft Drink Association (OSDA) which addresses many of the recent criticisms. In summary, the report notes:

- o refillables will not simply vanish;
- o the OSDA has publicly committed itself to preserving the availability of these packages to the consumer;
- o refillables and non-refillables will receive equal prominence in advertising;
- o we've guaranteed production and distribution of reusable bottles;
- o we've promised pricing in favour of refillable containers; and
- o we've earmarked funds for public education on the 3 Rs (reduce, reuse and recycle).

These are our commitments.

If you have any questions, please call.

Sincerely yours,



Stuart Hartley,  
Executive Director



OSDA POSITION PAPER  
IF YOU'RE NOT RECYCLING, YOU'RE THROWING IT ALL AWAY

Introduction

This position paper has been produced as a response to criticisms from several quarters relating to waste management in general, and more specifically, to the question of the future of refillable soft drink containers in Ontario.

The Ontario Soft Drink Association (OSDA) believes that the fundamental question we all face, and this applies especially to Ontario's municipalities, is how to **reduce the quantities of materials we send to landfills and incinerators.**

This is the bottom line of the OSDA, and it should be a central focus for municipalities. It is also the goal of the Ontario government, who have put forward the objective of reducing wastes going to landfills and incinerators by 25% by 1992 and 50% by the year 2000.

This is the challenge we all face. It is unfortunate that some people continue to place their primary emphasis on soft drink containers, as if they comprised 100% of the total waste stream. In fact, they comprise approximately 1% of the total waste stream. In spite of this small figure, we in the OSDA believe we are part of the problem, and thus, must be part of the solution.

Abandoning Refillable Containers: The RAC Resolution

Are we abandoning refillable containers? **ABSOLUTELY NOT.**

We are acting on a resolution recommended to the Minister of the Environment by his advisory group, the Recycling Advisory Committee, or RAC. The RAC resolution was **unanimously agreed to by all members of the RAC** --- this included representatives of municipalities (AMO), recycling operators, environmental group interests, and industry.

Ontario government regulations require the soft drink industries to **sell 30%** of their product in refillable containers. Unfortunately, **consumers have not been buying 30%** of their soft drinks in refillables. The very fact that OSDA members have not been able to meet the 30% ratio over time calls for the need for an alternative. That alternative is "interpretive compliance", which is exactly what the RAC resolution calls for.

The last four years have taught us that you can't dictate how consumers will make purchasing decisions of soft drinks. In light of this, you can't regulate industry to sell a certain percentage of soft drinks in refillable containers if the consumer isn't going to buy them.

It is possible, as well, that the psychology of using the blue box has influenced how consumers are making purchasing decisions. In markets throughout Ontario, following the introduction of the blue box, the ratio of consumer purchases of refillables has declined. This may have something to do with lack of "enviro-guilt", that is, although they are not buying a refillable, they feel good about protecting the environment by buying a container type that can be recycled.

The RAC resolution includes a number of substantive components that will ensure the soft drink industry's continued commitment, carrying on a host of initiatives to help the overall 3Rs program. These include:

- o the industry will ensure that production and distribution required to serve a minimum of 30% of the market with refillables will be maintained, to respond in the event that consumers do exert a demand for refillables at this level;
- o the industry will ensure current advertising practices which support the continued use of refillables;
- o the industry will ensure that refillables are available in at least 98% of the stores throughout the province;
- o the industry agrees to provide a pricing differential, in support of refillables, maintained at the wholesale level;
- o the industry has committed \$5 million over five years towards OMMRI II whose purpose is to expand the blue box program and prompt 3 Rs activity in the industrial, commercial and institutional sectors;
- o the industry has committed \$2 million towards an anti-litter campaign to be conducted during the period 1990 to 1993. Others industry sectors will be encouraged to also contribute to the proposed anti-litter campaign, so that the OSDA contribution will serve as "seed money";
- o the soft drink industry will spend \$1.5 million in the period from 1990 to 1993 on education efforts dealing with the 3 Rs --- reduce, reuse, and recycle. Of this amount, \$1 million will be spent on the first 2 Rs. RAC further expects that \$400,000 of this fund will be spent in 1990 to promote the environmental benefits of refillable beverage containers;
- o the industry is prepared to spend \$500,000 on an immediate action plan to provide remedial help for the support of blue box recycling programs;
- o a further \$2 million has been committed by the soft drink industry for longer term soft drink container and soft drink container material recovery programs to reduce solid waste, in consultation with RAC.



## The Arguments Rebutted

Now that we have told you what the RAC resolution really says, we would like to correct a host of misinformation that has been put forward in the recent past.

### 1. Consumer Demand

We respond to our marketplace economy. Some people would have you believe that there are few refillables on the market today, and that they will soon disappear. The reality is that there is the same volume of soft drinks purchased in refillables today as was purchased in 1985, when the Ontario government introduced the regulations requiring the soft drink industry to meet certain ratios. The ratio of refillables to non-refillables has only dropped because volume sales have increased and consumers are choosing to purchase more non-refillables.

Some people suggest that we have manipulated the marketplace by marketing and advertising practices. In reality:

- o we have gained the support of retailers to prominently display refillables, whether consumers are buying them or not.
- o we also price refillables lower, at the wholesale level, as an economic incentive for consumers to buy them.
- o section 7 of Ontario regulation 623/85 specifically prohibits off-premise advertising of non-refillables unless that same advertisement gives equal space or time to refillables. Additionally, prices in the advertisements must be shown per 100 millilitres (plus deposit) separately for refillables and non-refillables. The Ministry of the Environment monitors these ads and enforces the requirements of the regulation.



- o for home consumption, the choice remains as it has always been --- a choice of refillables or non-refillables. Single serving sized soft drinks are most often purchased as beverages which one walks away with --- consumers are purchasing convenience packaging for convenience reasons. While there is limited availability of single serving refillables, the soft drink industry is developing programs to capture, for recycling, single serving containers which are otherwise ending up as waste.

## 2. The Reality of Industry Leadership

The soft drink industry's leadership and contribution to the government's 3 Rs initiatives over the past four years has been substantial, and should not be neglected or minimized. These leadership attributes include:

- o establishing OMMRI (Ontario Multi-Material Recycling Inc.) contributing \$20 million over four years, and helping to establish a world class (as recognized by the United Nations Environment Program) multi-material curbside recycling program to collect much more than just soft drink containers; and,
- o acting as a catalyst and driving force to create OMMRI II (bringing voluntary contributions of \$45 million over five years), by bringing other industry groups on board to help the government meet its 25% reduction by 1992 and 50% reduction by the year 2000 initiative.

Some of our critics suggest that the motive behind the industry's support for blue box recycling was the elimination of the deposit system. The reality in Ontario is that we have always had a deposit system for refillable bottles, and we have never had a deposit system for non-refillables. Therefore, there is nothing to eliminate.

If a deposit system were implemented on all soft drink containers, and the blue box was kept in operation, it would be very costly to consumers. They would be forced to pay for the deposit system, and for the extra costs incurred through increased inefficiencies of curbside recycling programs caused by the removal of soft drink containers and the revenues derived from them. The fact is, if you removed soft drink containers from blue box systems, the cost per tonne would rise --- not drop --- unless you just stopped municipal recycling.

Furthermore, it is suggested that we wanted to consolidate our industry but couldn't do that prior to the introduction of the blue box because there "...was the requirement that soft drink containers be refillable and reusable." Again, our critics either don't know, or don't wish to share with you the facts of the situation. Prior to the introduction of blue box recycling, and imbedded into the government's 1985 regulation was the requirement to sell 40% of our product in refillables. With the growth in consumer preference for non-refillables, that ratio has eroded. To suggest that just prior to the introduction of the blue box (which has happened at an increasing rate in municipalities between 1987 and 1989) there was nothing but refillables is both fallacious and vexatious.

### 3. Industry Achievements Relating to the 3 Rs

The use of all 3 Rs --- reduce, reuse, and recycle --- is a reality in the soft drink industry.

**Reduce:** In the last decade, we have reduced the package weight of cans by 56%, of glass by 30% and of plastic by 15%.

**Reuse:** We are the only industry committed to producing a substantial volume of our product in refillable containers, and we are committed to this action in the future.

**Recycle:** Soft drink industry funds helped to establish the blue box program.

To help deal with our solid waste situation, it is important to use every weapon in our arsenal, and we believe, that includes all three Rs. To suggest that recycling is a third-rate strategy is to suggest that municipalities should not use recycling as an instrument to help reduce the quantities of waste going to landfills.

Recycling is a good method to help reduce the burden on local landfills. For instance, in 1989, the potential amount of waste created by soft drink containers was 60,000 tons. Between July 1988 -1989, the blue box program collected 180,000 tons of material (newspapers, glass, metal, aluminum and PET). Of the 180,000 tons collected, soft drink materials represent 63,000 tons. Therefore, for every pound of soft drink container sold, more than an equivalent amount of soft drink container materials is being diverted from landfill which wouldn't have happened without the blue box program.

We believe this is the direction we should be moving to deal with part of our solid waste management problems. We are proud of our accomplishments with the blue box, and we feel that other commitments we have made will also help improve the environment.

## Conclusion

Refillables will not simply vanish.

The OSDA has publicly committed itself to preserving the availability of these packages for the consumer.

Refillables and non-refillables will receive equal prominence in advertising.

We've guaranteed production and distribution of reusable bottles.

We've promised pricing in favour of refillable containers.

And we've earmarked funds for public education on the 3 Rs.

This is our commitment to reuse.

Further, we feel that if you're not recycling, you're throwing it all away. As municipalities you are:

- o throwing away a viable opportunity to reduce the quantity of materials going to landfill;
- o throwing away monies invested in a world class recycling infrastructure; and you are,
- o throwing away the inherent positive educational approach that blue box teaches homeowners and their children about recycling, which satisfies their desire to do something positive to protect the environment.





2(e)

Corporation of the City of Hamilton

Memorandum

\*\*\*\*\*

TO: J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. J. J. Schatz  
Deputy City Clerk

OUR FILE:  
PHONE: 546-2727

SUBJECT: RESOLUTION - CITY OF WINDSOR

DATE: 1990 May 31

Attached please find a copy of a letter dated May 22, 1990 from the City Clerk, City of Windsor respecting approval of certification of municipal anti-whistling by-laws which was referred to the Transport and Environment Committee by City Council at its meeting on May 29, 1990.



att.

c.c.: Mr. J. Pavelka, Director of Public Works  
Mr. G. Aston, Regional Engineering Department  
Mr. M. Main, Director of Traffic Services



THE CORPORATION OF THE  
**CITY OF WINDSOR**

THOMAS W. LYND, A.M.C.T.  
CITY CLERK



OFFICE OF THE CLERK

255-6215

FAX: (519) 255-6868

IN REPLY, PLEASE REFER

TO OUR FILE NO. MT/90

May 22, 1990

TO ONTARIO CITIES WITH POPULATIONS OVER 25,000:

Windsor City Council at its meeting held May 14, 1990 considered the attached report from the Commissioner of Works and adopted the following resolution:

"714/90 That the Minister, Transport Canada BE PETITIONED to amend the Railway Act to provide for approval and certification of municipal Anti-Whistling By-laws by the Railway Safety Director, Transport Canada or the Railway Infrastructure Director, National Transportation Agency of Canada similar to the previous legislation for totally protected crossings save and except for emergency situations to reduce the noise pollution in residential neighbourhoods and to allow the railway companies to accede to the requirements of the anti-whistling by-laws, and further, copies of Council's resolution BE SENT to the Railway Safety Directorate, Transport Canada and the National Transportation Agency of Canada for their information and support and to local Members of Parliament, Federation of Canadian Municipalities and Cities in Ontario for endorsation, support and interventions to the Minister, Transport Canada."

I have written to the Minister, Transport Canada and the Railway Safety Director, Transport Canada, and the Railkway Infrastructure Director, National Transportation Agency of Canada, urging amendment to the Railway Act to return the legislation to its previous form to allow for certification of municipal anti-whistling by-laws to require railways to not sound whistles at fully protected crossings except in emergency situations.

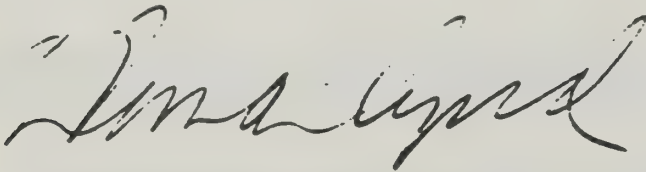
....2



- 2 -

Since you are aware of the problems which this whistling can cause, your support of Council's resolution and interventions to the Minister will be appreciated.

Yours very truly,

A handwritten signature in cursive script, likely belonging to the City Clerk, is written over the typed name.

City Clerk

TL/11

att.

RECEIVED  
MAY 4 1990  
WINDSOR  
CITY-CLERK  
WORKS  
ER'S QUESTION BQ7-90(C)  
to bring Council up  
to make a recommendation

The aim of this report is to bring Council up to date on the anti-whistling in Windsor and to make a recommendation.

At Budget session on April 5, 1990, Councillor Porter:

"Asks for a full report before the end of budget sessions on the status of the City's anti-whistling bylaw including comments from Members of Parliament."

Attached are copies of letters from our members of Parliament that have resulted from the anti-whistling questions that commenced with the Section 119 Yard Relocation Application of the C.P.R. and C.N.R. In 1988 Council passed its proposed anti-whistling by-law for this area, only to be told in December of 1988 by the National Transportation Agency that three additional crossings would have to be protected before an anti-whistling by-law could be certified by them. In January 1989, the new Railway Act came into force creating a bureaucracy without policies and procedures in place. The Act split what was the National Transportation Agency into two distinct areas, The Railway Safety Directorate, Transport Canada (looking after all applications for grants) and the Rail Infrastructure Directorate, National Transportation Agency of Canada (looking after disputes and safety issues).

In January, 1990, we were finally able to talk with representatives of the organization (the Railway Safety Directorate, Transport Canada) who are dealing with our most recent application for an Order to protect the E.T.R. at Howard (a needed protection for anti-whistling at the E.T.R. and Howard). During these conversations and as a result of procedures finally being finalized, between the N.T.A. and Transport Canada as a result of the new Railway Act, we received information that the N.T.A. or Transport Canada did not certify Anti-whistling Bylaws anymore. It was noted that they reviewed proposed Anti-whistling Bylaws and comment on the crossing safety, however, they do not certify the Bylaws and they "do not relieve the Railway of their whistling requirements under the Act" as they did prior to the revised Railway Act of 1989. As the N.T.A. and Transport Canada put it, "Anti-whistling is an agreement between the Railway concerned and the Municipality concerned."

With this information, we telephoned C. Wandtland, General Solicitor, Canadian Pacific Legal Services, and received verbal information on C.P.R.'s general position on anti-whistling under the new Act. We immediately wrote Mr. Wandtland (copy of letter attached), for written confirmation of C.P.R.'s position.

We now have Mr. Wendt-Land's answer:

"This will confirm that C.P.R. will only recognize municipal Anti-Whistling By-laws that have been approved by orders of the Canadian Transport Commission or the National Transportation Agency. As you are aware, this practice is no longer being followed due to the repeal of certain provisions in the Railway Act.

We regret, therefore, that we cannot accede to the City of Windsor's Anti-Whistling request as we are of the view that we are not sufficiently protected, from a liability standpoint, in the absence of an order from either Transport Canada or the National Transportation Agency.

We are currently reviewing several different solutions to this matter, both internally and with Transport Canada, and hope to report of progress in the near future.

Our Division Engineer, Bill Stackman, advises that, with respect to the crossing at Parent Avenue, the signal installation work will not be commenced without a purchase order from the City."

The new legislation, we believe was framed in such a manner as to remove Transport Canada and the National Transportation Agency from any form of litigation at railway crossings. This is why, in our opinion, the organization will not certify nor exempt the Railway from blowing their whistles at all crossings. This leaves the liability exposure from the Railway's standpoint at too great a level not to whistle even if the crossing is totally protected.

Because of the position being taken by the C.P.R. under the new legislation, at this time it is of no benefit for the City of Windsor to spend money on upgrading protection at crossings for anti-whistling alone as, at this time we cannot get it.

With this in mind and in an attempt to aid the railways in their discussions to secure the needed exemption from whistling at a totally protected crossing, we make the following recommendations.


RECOMMENDATION:

That Council DIRECT THE CLERK to circulate other Municipalities throughout Ontario in an attempt to obtain their concurrence in the following Resolution, and

FORWARD the following resolution to Transport Canada and our Members of Parliament for their support.

"The Railway Safety Directorate, Transport Canada, the Railway Infrastructure Directorate, National Transportation Agency of Canada, and your members of Parliament be petitioned to address the concerns and laws of whistling at a totally protected crossing in order to reduce the noise pollution in residential neighborhoods of Municipalities and allow railways to accede to anti-whistling by-laws in those Municipalities, by reverting back to the old method of certifying anti-whistling by-law as the National Transportation Agency did in the past and exempt the railway from whistling at totally protected crossings save and except for emergency situations."

  
COMMISSIONER OF WORKS

  
H.G. PAYNE, P. ENG.  
CITY ADMINISTRATOR

CPMacMillan/eb/ss  
Att.



2(f)

Corporation of the City of Hamilton

Memorandum

\*\*\*\*\*

TO: Mr. J. J. Schatz  
Acting Secretary  
Transport and Environment Committee

YOUR FILE:

FROM: Mr. John Thompson, Secretary  
Finance & Administration Committee

OUR FILE:

PHONE: 546-2747

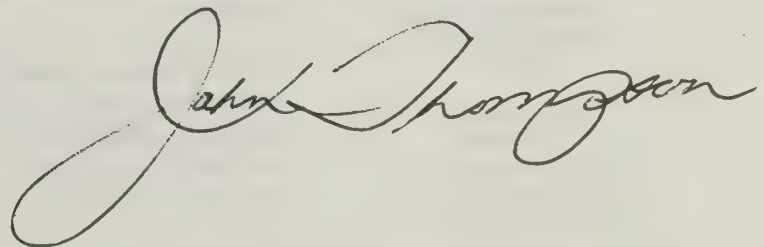
SUBJECT: THE CANADIAN INDUSTRIAL TRANSPORTATION  
LEAGUE

DATE: 1990 April 23

I am forwarding herewith a copy of a letter from the Canadian Industrial Transportation League dated 1990 March 12 addressed to Mayor Morrow which was presented to the Finance and Administration Committee at its meeting held 1990 April 19.

This correspondence deals with the introduction of Bill 96 in the Ontario Legislature which would allow 25-metre overall length combination vehicles and 53-foot semitrailers and has been forwarded to the City of Hamilton for support.

The Finance and Administration Committee directed that this matter be referred to the Transport and Environment Committee for consideration and recommendation.



att.

c.c. Mayor R. Morrow

Mr. M. Main, Director of Traffic Services

Mr. T. Gill, Acting Commissioner of Engineering

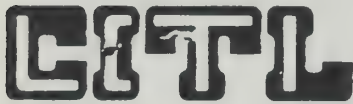
Mr. D. B. Hughes, Chairman of the Board,

Canadian Industrial Transportation League



APR 04 1990

cc. ✓ Mr. John Thompson, Secretary of Finance & Administration Committee from Mayor Bob Morrow, April 4th, 1990



the canadian industrial transportation league  
la ligue canadienne de transport industriel

MAR 5 Di

HONORARY  
CHAIRMAN  
OF THE BOARD  
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42 Oak Park Crescent  
Sault Ste. Marie, Ontario  
P6A 5A9

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OF THE BOARD  
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CHAIRMAN

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Calgary, Alberta  
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PRESIDENT

MARK SILVERTHORN LL.B.

Suite 706  
Global House  
480 University Ave.  
Toronto, Ontario  
M5G 1V2

March 12, 1990

His Worship Robert Morrow  
City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Dear Mr. Morrow,

Truck transportation serves more communities in all parts of Ontario than any other mode of transportation, and employs nearly 230,000 Ontario residents. Trucking also contributes approximately \$250 million, 90% of the diesel fuel tax collected by Ontario.

Shippers in Ontario (ie. manufacturers, retailers, producers, etc.) have 70% of their goods transported by truck. Ontario shippers' economic competitiveness is dependent on a viable and efficient transportation system.

The Canadian Industrial Transportation League (CITL) is a national association representing shippers across Canada. Our membership is made up of approximately 450 of Canada's largest firms who purchase transport services in all modes. Approximately 50 per cent of CITL's membership is located in Ontario.

Ontario's manufacturers and trucking industry do the most business with Quebec and the Western provinces which currently allow for the 25-metre overall length maximum (tractor and trailer). The West also permits the 53-foot trailers (Quebec allows 50.7-feet). A similar situation exists in the United States on the U.S. interstate system where 25-metre combination vehicles are allowed and approximately 35 states allow for 53-foot trailers.

✓ Uniformity of vehicle dimensions not only facilitates trade, but also reduces inter-provincial trade barriers. Ontario is fast becoming an island in goods transportation and with the introduction of free trade the situation becomes even more severe.

✓ On December 13, 1989, the Minister of Transportation, the Honourable William Wrye, introduced a Bill (96) in the Ontario Legislature which would allow 25-metre overall length combination vehicles and 53-foot semi-trailers.

The voice of the shipper/La voix de l'expéditeur

Suite 706, Global House, 480 University Ave. Toronto, Ontario M5G 1V2

The CITL has always placed safety as a number one priority in any policy decision and our support for this Bill is no exception. The 25-metre proposal will encourage the use of conventional cab-behind-engine tractors which have a considerably longer wheelbase than the flat nosed cab-over-engine design. The 25-metre proposal will also allow a carrier to add a sleeper box to his tractors. In certain types of operation, a sleeper is necessary or useful in achieving compliance with the Hours of Work regulations. The increased overall length will induce carriers to use the more stable B-train configuration. In summary, this 25 metre overall length proposal will mean safer commercial vehicles.

The proposal to increase the trailer length to 53-feet from 48-feet will increase carrying capacity approximately 10 per cent and represent significant cost savings to both shippers and carriers in Ontario. The 53-foot proposal has the potential of decreasing the number of trucks on Ontario highways and therefore, reduce diesel emissions, ease congestion, and lower fuel consumption. On the issue of safety, numerous studies have been done addressing the 53-foot trailers and they concluded that the 53-foot RTAC approved semi-trailer is no less safe than the current 48-foot semi-trailer.

Many municipalities are concerned about the effect of the longer 53-foot trailers on the road infrastructure. The Ministry of Transportation has addressed this concern by limiting the number of axles which will limit the maximum gross weight attainable to 53,000 kg. There is currently no restriction imposed on the 48-foot trailer, where a maximum gross weight of 63,500 kg. is possible. Therefore, by substantially lowering gross weights we will be protecting our infrastructure and promoting safer vehicles.

Second Reading of Bill 96 is scheduled for spring, 1990, and I urge you to write the Premier and the Minister of Transportation in support of the passing of this legislation. The viability of Ontario industries is crucial to the residents of this province and we need this change to remain competitive.

Yours truly,



D.B. Hughes  
Chairman of the Board



# The Board of Education for the City of Hamilton



100 MAIN STREET WEST, P.O. BOX 558  
HAMILTON, ONTARIO, CAN. L8N 3L1

TELEPHONE (416) 527-5092

RECEIVED

JUN 4 1990

CITY CLERKS

1990 05 29

J.J. Schatz, Acting Secretary  
Transport and Environment Committee  
The Corporation of the City of Hamilton  
Hamilton, Ontario  
L8N 3T4

Dear Mr. Schatz:

Re: Off-street parking for teachers to facilitate  
student transportation at Norwood Park School

In response to your letter dated May 1, 1990, we are aware and concerned about the traffic problems in and around Norwood Park School. Meetings have been held at the school with concerned parents.

In an effort to ease the congestion and improve safety conditions there is a need for a drop-off location for parents. With the growth in student enrolment, it will be necessary to recommend additional parking facilities which should provide a suitable solution to the traffic flow problems.

This recommendation will be presented to the Board on June 26th as part of the Accomodation Report. If approved, the financing will be requested in the 1991 budget.

Yours truly,

Miss Susan Wilson,  
Supervisor of Transportation

cc: D. Rothwell, Superintendent  
P. Shewfelt, Superintendent  
D. Gallagher, Principal  
G. Korz, Trustee  
H. Detwiler, Trustee  
P.C. Kennedy, Trustee

ATTACHED IS A  
COPY OF MR. MAINS  
ORIGINAL REPORT TO  
COMMITTEE.

3.



**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 April 23

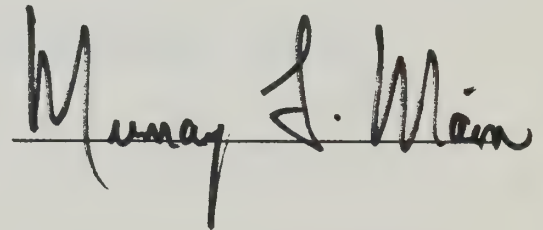
**REPORT TO:** J. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Terrace Drive adjacent to Norwood Park School. [TEC-87-90]

**RECOMMENDATION:**

That the Board of Education for the City of Hamilton be requested to provide adequate off-street parking for teachers and adequate off-street loading for pick-ups and drop-offs in order to eliminate the conflicts created by parents picking up and dropping off their children on Terrace Drive adjacent to Norwood Park School.

A handwritten signature in dark ink, reading "Murray F. Main", is written over a horizontal line.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**BACKGROUND:**

Aldermen Henry Merling and John Gallagher have asked the Traffic Department to report to the Transport and Environment Committee respecting a conflict situation created by parents stopping their vehicles on Terrace Drive adjacent to Norwood Park School while picking up and dropping off their children.

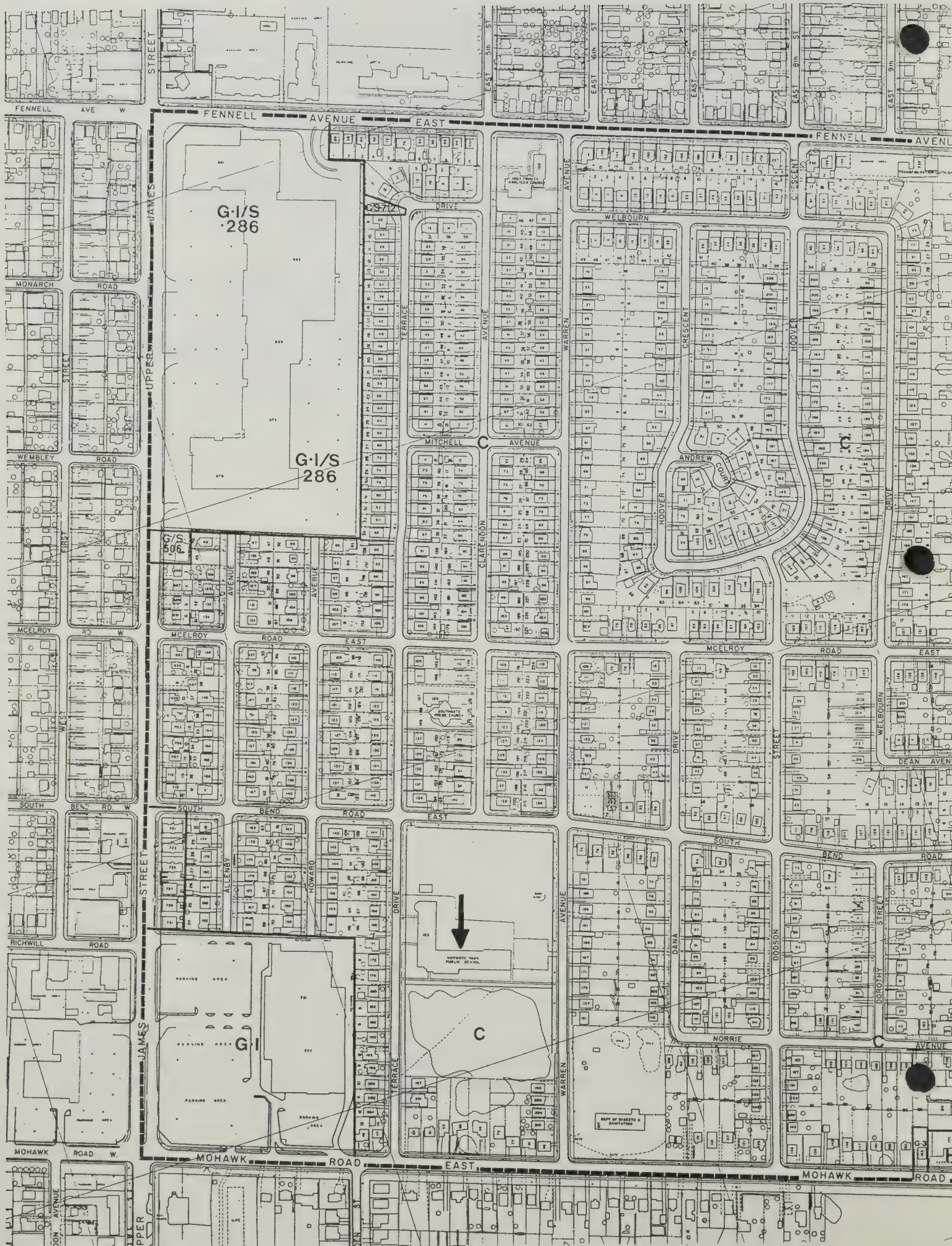
The Traffic Department has received complaints regarding this situation from both of the Ward Aldermen, as well as area residents, for the last two or three years. The east side of Terrace Drive adjacent to the school is presently signed "No Parking" except for two "No Stopping" areas in front of the walkways to the school. Although the parking prohibition is meant to keep the school side of the street clear as a safety measure, vehicles are permitted to load and unload in any "No Parking" area. This means that motorists may legally stop their vehicles in the "No Parking" area adjacent to the school to pick up and drop their children. One alternative would be to prohibit stopping on the school side of the street such that the children would be required to cross the street from between parked vehicles on the opposite side. However, experience has shown that in most cases, the parents continue to stop on the school side of the street and these violations are difficult to enforce since the vehicles are generally

occupied. Also, the opposite side of the street is generally occupied by vehicles owned by Norwood Park teachers. These loading activities occur for short time periods at virtually every school in the City, and the situation on Terrace Drive is common to other schools throughout the City, but there are many more loading activities because of the abnormally large numbers of children who are driven to and from this particular school.

The other complaint is that the teachers continually park their vehicles in the unrestricted free parking area on the west side of Terrace Drive opposite the school in front of the single family homes, rather than use the off-street parking area which has been provided.

The Traffic Department's position has always been that off-street parking and loading facilities should be provided for any development of this nature. Therefore, the Traffic Department supports the provision of additional off-street parking facilities and/or and off-street loading area on the school property, and therefore, support Aldermen Merling's and Gallagher's request that the Board of Education be requested to provide these facilities.





ROBERT M. MORROW  
MAYOR



4.

May 14th, 1990

Mrs. Fiona Tomaszewski  
24-11 Colmar Place  
Dundas, Ontario  
L9H 4L1

Dear Mrs. Tomaszewski:

Thank you for the letter outlining your recent attendance at the Transport and Environment Committee and the subsequent results of that meeting.

I share your concern and have taken the liberty of forwarding a copy of your letter to Mr. Joe Schatz, Acting Secretary of the Transport and Environment Committee asking if they will place this item on the agenda again. I am sure you will be hearing from him soon.

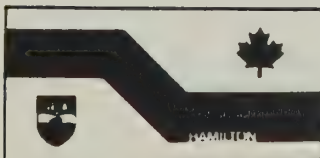
Again, thank you for writing.

Yours very truly

Robert M. Morrow  
Mayor  
City of Hamilton

RMM:tt

cc. Mr. Joe Schatz, Acting Secretary - Transport & Environment Committee



City Hall,  
71 Main Street West, Hamilton, Ontario, Canada L8N 3T4  
Telephone: (416) 546-2790



*Have*

*very well*

*you*

MAY 9 1990

2 May 1990  
24-11 Colmar Place  
Dundas, Ont.  
L9H-4L1  
627-1627

Dear Mr. Merling,

I am writing you to express my annoyance over the behaviour of your committee concerning the matter of drainage for 45 West Park Avenue. Alderwoman Mary Kiss, on the request of my father-in-law Mr. J. Tomaszewski, arranged to have this matter placed on the agenda for the Transport and Environment Committee meeting of 30 April 1990. I learned of this only on the morning of Friday the 27th and consequently had little time to contact the committee members. Having been informed by Mary Kiss that I would be unable to address the committee on behalf of my in-laws, I attempted to speak to the members individually at their offices. Only one member, Mr. Cooke, returned my call on Friday. Over the weekend I managed to reach Mr. Smith, Mr. Drury and Mr. Murray. Regrettably, none of these gentlemen seemed particularly concerned nor anxious to hear the Tomaszewskis' point of view.

At the committee meeting I was appalled at the inattention of the members present. Several of the committee members clearly did not even listen to Mary Kiss present the Tomaszewskis' case. As this was the only opportunity for the Tomaszewskis to have their concerns expressed, having been denied permission to speak at the meeting and due to the unavailability or reluctance of the members to speak to me on the telephone, I was very angry at the disregard and indifference which met Mary Kiss's appeal.

In short, I am offended by the callous and disrespectful attitude of your committee toward the problem of my in-laws, who are good, solid citizens of Hamilton and deserve more respect and consideration from their elected representatives than they have received thus far.

Yours sincerely,

*Fiona Tomaszewski*  
Fiona Tomaszewski

c.c. Members, Transport and Environment Committee  
Mr. J. Schatz, Acting Secretary, Transport and Environment Committee  
Alderwoman, Mary Kiss  
Mayor of Hamilton, The Right Honourable Robert Morrow  
Mike Davison  
The Editor of The Spectator

# RECEIVED

MAY 9 1990

CITY CLERKS

2 May 1990  
24-11 Colmar Place  
Dundas, Ont.  
L9H-4L1  
627-1627

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Yours sincerely,

  
Fiona Tomaszewski

c.c. Members, Transport and Environment Committee  
Mr. J. Schatz, Acting Secretary, Transport and Environment  
Committee  
Alderwoman, Mary Kiss  
Mayor of Hamilton, The Right Honourable Robert Morrow  
Mike Davison  
The Editor of The Spectator



Hamilton Region Conservation Authority

H/F&C/83/33

May 31, 1990

RECEIVED

JUN 4 1990

J.J. Schatz  
Acting Secretary  
Transport & Environment Committee  
City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

CITY CLERKS

Dear Mr. Schatz:

Re: Drainage Swale Between Lands of Sardo and Tomaszewski,  
41 and 45 West Park Avenue, City of Hamilton,  
and  
Permits No. 851 and No. 911, Ontario Regulation 617/86

We are in receipt of your letter dated May 9, 1990 concerning the above noted matter. As it now stands, existing grades on Nos. 41 and 45 West Park Avenue do not conform to permits #851 and #911 issued by the Conservation Authority under Ontario Regulation 617/86 to Mr. Sardo for these properties. As such, the Agreement between the Conservation Authority and the property owner (Sardo) registered as Instrument No. 305288 C.D. on February 14, 1985 is not in good standing.

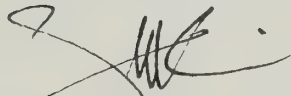
It is our view that Mr. Sardo is responsible for providing a proper means of drainage either by a swale or catchbasin and storm sewer. In light of the decision of the Transport and Environmental Committee, we have asked Mr. Sardo to advise in writing of how he intends to proceed and when the work will be completed (correspondence attached). We will be monitoring the situation and will keep you posted on developments.

.../2

- 2 -

I trust the foregoing is satisfactory. Should you have any questions, please contact K. Dakin, Authority staff.

Yours truly,



B. Scott Konkle  
Director of Planning & Engineering

\*JKD/lh  
Encl.





Hamilton Region Conservation Authority

H/F&C/84/33

May 31, 1990

J. Sardo  
93 Little John Road  
Dundas, Ontario  
L9H 4H2

Dear Mr. Sardo:

Re: Drainage Swale Between Lands of Sardo and Tomaszewski,  
41 and 45 West Park Avenue, City of Hamilton  
and,  
Permits #851 and #911, Ontario Regulation 617/86

In our letter to you dated April 26, 1990, we asked that you advise Authority staff on the outcome of your request to the City to install a storm sewer from West Park Avenue in lieu of a drainage swale. We understand that the City Transport and Environment Committee recently dealt with the matter and concluded that the City is under no obligation to provide a sewer. Since the City has not agreed to your request, it is your responsibility to provide a drainage swale.

Your attention is drawn to Permits #851 and #911 issued by the Conservation Authority under Ontario Regulation 617/86 for the dwellings at 41 and 45 West Park Avenue (copies attached). These permits were issued based on grading plans submitted by you which clearly show a swale within the easement described as Parts 2 and 3, Plan 62R-7497 (copies attached). Failure to provide a swale in accordance with the approved grading plan means that the existing grades on these lots do not comply with the above noted permits as well as the Agreement with the Conservation Authority registered on title as Instrument No. 308288 C.D. on February 14, 1985.

In view of your responsibilities as outlined above, it is requested that you advise the Conservation Authority in writing of how you intent to proceed and when the work will be completed. A reply by June 22, 1990 is requested. Be advised that Authority staff intend to report to the Full Authority on this matter if we have not received you reply by the dated noted above.

.../2

- 2 -

Finally, if you intend to install a catchbasin and sewer, a plan must be prepared showing the sewer design. The sewer outlet must be taken to the toe of the valley slope at the rear of the property. Your plan should be reviewed by staff of the Regional Engineering Department. In this connection, we suggest that you contact Mr. C. Unelli, Regional Engineering staff at (416) 546-2624.

Should you have any questions, please contact K. Dakin, Authority staff.

Yours truly,



B. Scott Konkle  
Director of Planning & Engineering

JKD/lh  
Encls.(2)  
Cc: Mr. J.J. Schatz  
Acting Secretary  
Transport and Environment Committee  
City of Hamilton

Mr. C. Unelli  
Regional Engineering Department  
Region of Hamilton-Wentworth  
City Hall



5(a)

CITY OF HAMILTON  
Department of Public Works

REPORT TO: Mr. J. J. Schatz  
Acting Secretary,  
Transport & Environment Committee

FROM: Mr. J. G. Pavelka, P. Eng.      YOUR FILE:  
Director of Public Works      OUR FILE: 90-80  
PHONE: 546-4622

SUBJECT:      FLEET SERVICES - STAFF REORGANIZATION

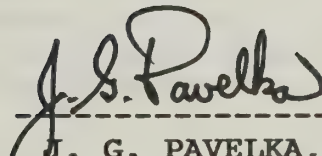
DATE:      May 23, 1990

\*\*\*\*\*

RECOMMENDATION:

That the positions in the Fleet Services Division of the Public Works Department be re-structured as follows to update the job descriptions and be forwarded to the Human Resources Department for rating:

- 1) declare the two existing positions - Parts and Inventory Clerk and Assistant Parts and Inventory Clerk, redundant; and
- 2) approve the creation of two new positions- Automotive Parts Clerks, at the same level.

  
-----  
J. G. PAVELKA, P. ENG.  
Director of Public Works

Continued...



Department of Public Works  
Fleet Services Staff Reorganization

FINANCIAL IMPLICATIONS:

Ultimately, when the incumbents are both at the top of their classifications, the overall increase will be approximately \$2,234.00 as outlined in the following table.

1 -	G-6	\$14.528 to \$17.425/hr.	@ 2000 hrs.	\$24,850
1 -	G-2	\$11.774 to \$13.052/hr.	@ 2000 hrs.	\$26,104
				-----
				\$60,754
2 -	G-4	\$12.102 to \$15.797/hr.	@ 2000 hrs.	\$63,188

All monies for the salaries have been included in the 1990 Budget for Fleet Services, Department of Public Works in account 51000-64105. The two new positions have been classified by Human Resources, and fall within the budget allocation.

BACKGROUND:

In the recent re-alignment of the Staff in Fleet Services, Department of Public Works, the personnel in the Automotive Stock Room now report to the Vehicle Acquisition Officer. With this reporting structure the position of the Parts and Inventory Clerk formerly in charge of the Stock Room in salary category G-6 range \$14.528 to \$17.425 per hour would not be required.

The second position presently in category G-2 range \$11.774 to \$13.052 per hour on the low end of the scale would be declared redundant.

In an effort to improve the efficiency of the operation and provide a more equitable work scene for two people doing the same job. The two present positions which varied in classification would be declared redundant and two new positions of equal classification would be created.

Continued...

Department of Public Works  
Fleet Services Staff Reorganization

The two previous positions, one in classification G-6 and the other in G-2 would be replaced by two (2) positions in category G-4.

The proposed classification of the Automotive Parts Clerk in category G-4 salary range of \$13.102 to \$15.797 per hour has been evaluated and recommended by Human Resources.

cc: E. C. Matthews - City Treasurer  
E. Bourns - Manager of Wage and Salary  
Administration  
G. Kerr - Manager of Fleet Services  
C. Guthro - Superintendent of Operations  
D. Manningham - Vehicle Acquisition Officer

JGP:jab



FOR ACTION

5 (b)

REPORT TO: Mr. J.J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 June 13  
COMM FILE: 3-2.2  
DEPT FILE: 90-1070  
Claims  
General/90

SUBJECT: Provision For A Claims Adjuster

RECOMMENDATION:

1. That a claims adjusting firm be retained on a contractual basis to process general liability and vehicle accident claims as determined by the Co-ordinator of Claims and Administrative Services in the Public Works Department and the City Solicitor's Office.
2. That proposals for the purpose of retaining a claims adjusting firm on a contractual basis be called.
3. That the adjusting fees associated with the above be funded from the General Claims Account No. CH55296 24130.

*J. G. Pavelka*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Adjusting fees, when determined, to be funded from the General Claims Account No. CH55296 24130.

BACKGROUND:

Presently, the City's general liability, property damage and vehicle accident claims are processed by the Claims Division in the Public Works Department. The City is self-insured under its deductible. The table below illustrates the number of claims processed in the last four years is increasing.

<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
509	522	531	569

As the number and payment of claims increases each year, there are too many claims to be handled efficiently and effectively by present City staff.

Similarly, the table below illustrates that the amount of settlements on claims has been steadily increasing over the years, so that the total value that the City of Hamilton has been paying in claims annually is steadily increasing.

<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
\$272,880	\$322,270	\$383,500	\$294,860



By retaining the services of an independent claims adjusting firm, the City will benefit in the following areas:

- greater specialization and expertise.
- more prompt reaction to claims, including immediate investigation, interviewing of witnesses, photos, site visits, etc.
- obtain evaluation and take over negotiations.
- impartial viewpoint.
- serious attempts at early settlements resulting in savings.
- superior training for investigations, interview of witnesses, etc.
- lower fees for claims withdrawn or settled quickly.
- greater resources to meet variations in demand arising from increases and decreases in the volume of claims.
- less use of City staff time.
- decrease in the number of nuisance claims handled by the City Solicitor's office resulting in savings of legal costs and accumulation of interest on settlements.

A recent survey of municipalities in Ontario has revealed that most municipalities, including the Regional Municipality of Hamilton-Wentworth, retain the services of an independent adjuster.

As well, representatives from Royal Insurance, the City's excess insurance carriers, have advised that The Ontario Motorist Protection Plan (Proposed No-Fault Insurance Legislation) which was passed on May 28, 1990 and will be implemented on June 22, 1990 will produce a drastic increase in the number of claims and they urge the City to retain the services of an independent adjusting firm. Once the O.M.P.P. is implemented, it will affect the processing of vehicle accident claims involving City employees and increase the number of general liability claims made against a Municipal road-authority for non-repair.

Retaining the services of an independent adjusting firm on a contractual basis is substantially less expensive than hiring a permanent full time staff plus clerical assistance and associated overhead costs.

Staff's objective will be to have City staff continue to receive all claims, prepare a preliminary investigative report and forward those claims of a unique or unusual nature to an independent adjusting firm for further investigation and final disposition. Ultimately, this will result in a decrease of the number of claims and a savings of claim costs and City staff time.

JGP/RS/km

cc-- Mr. L. Sage, C.A.O.  
Mr. E.C. Matthews, City Treasurer  
Mrs. P. Noé-Johnston, City Solicitor  
Attention: Mr. P. Barkwell, Litigation Counsel  
Mr. J. Johnston, Commissioner of Human Resources  
Attention: Mrs. E. Bourns, Manager, Wage & Salary Administration

FOR ACTION

5(c)

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1990 June 11  
COMM FILE: 3-2.2  
DEPT FILE: 90-1075A

SUBJECT: *Literacy Courses for Local 5 Employees*

RECOMMENDATION:

- (a) That the availability of literacy courses for Local 5 employees be negotiated during the upcoming contract negotiations to resolve how the City of Hamilton and C.U.P.E. Local 5 should cost share participation in such a program, and
- (b) That provision be made in subsequent current budgets for participation in such a program based on these contract negotiations because presently there is no provision for such training in the 1990 budget.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Approval of literacy courses for Local 5 employees would lead to an annual budget appropriation. The annual appropriation would reflect the number of employees participating as well as the cost sharing with Local 5 and the employees. Currently Local 5 have indicated that they are not prepared to cost share and furthermore they are of the opinion that the City should assume 100% of the costs for such courses. At the present time, assuming 25 employees would take the thirty, 2-hour sessions, at the present labour rate of approximately \$14.00 per hour this would lead to an expenditure of \$21,000.

BACKGROUND:

The Worker Education Centre and C.U.P.E. Local 5 have approached the Public Works Department and requested that the City of Hamilton provide literacy courses for Local 5 employees who may be interested in attending such classes. The literacy classes are designed to upgrade the employees knowledge and skills in reading, writing and arithmetic.

The literacy courses consist of thirty 2-hour sessions.

The Worker Education Centre has confirmed that they are prepared to supply and pay for the instructor.

BACKGROUND: (Cont'd...)

Arrangements can also be made to utilize the City of Hamilton's public works yard at 308 Rymal Road East (B. A. Court Yard) for training purposes, so no costs will be incurred for training facilities. However, this availability should be restricted between April 15 and December 15 so that there would be no overlap with the night shift which goes into effect between December 15 and April 15 for the winter maintenance operations. These arrangements to have the training facilities within the public works building are also desirable so that employees don't have to waste time travelling from their work base to the training facility.

It is estimated that there are approximately 25 employees that might be interested in participating in such a course. Therefore the financial commitment could be approximately \$21,000

$$25 \text{ EMPLOYEES} \times 60 \text{ HOURS} \times \$14.00/\text{HR.} = \$21,000$$

To reduce this financial impact, it has been suggested that the employee commit an equal amount of time, of their own personal time, after the normal work day if the City were to subsidize the courses. In this case the cost of the courses would be reduced to \$10,500

Even with the proposed cost-sharing commitment of the City subsidizing 1 hour of attendance for each hour the employee agrees to commit to the course, there is still a conflict with the present practice that the City has with other employees attending courses on their own time after their normal working day.

In these cases, the City of Hamilton has a policy of 100% or 50% reimbursement of the tuition fee upon successful completion, which in effect is analogous to supplying the instructor and the place where the training is carried out. These employees attend recognized courses in the community but on their own time after their normal working day.

Contrary to the above principle, there is some reason to give this training some consideration. Presently, a number of courses are offered to salaried staff, so when required to attend courses, members from management staff, Local 1041 and Local 167 are permitted to attend. And because they are salaried, the practice has been to pay them for the time that they would have worked, but were away attending the course.

Note should be made that the same opportunity exists for members of Local 5 to attend courses necessary for them to carry out their work responsibilities. Courses such as the following are being regularly attended by Local 5 employees:

FIRST AID	DEFENSIVE DRIVING
C.P.R.	ATHEY SWEEPER TRAINING (FLEET SERVICES)
W.H.M.I.S.	WELDING & SMALL ENGINES (FLEET SERVICES)
	TRANSMISSIONS, ELECTRONICS & RELATED COURSES (FLEET SERV.)

In these cases, the employees attend the course and are fully compensated for the time while they are attending the course.



BACKGROUND: (Cont'd...)

During the discussions on how to give this matter consideration, the management of the Public Works Department requested that Local 5 consider cost sharing this program. Attached is their response saying no. They think the responsibility for providing and paying for these courses rests with their employer--the City of Hamilton.

Our information confirms that neither the Region of Hamilton-Wentworth nor the Royal Botanical Gardens provide funding for literacy courses.

CONCLUSIONS:

To summarize, there is no provision in the 1990 current budget to accommodate C.U.P.E. Local 5's request for literacy courses.

Furthermore, to provide paid time for Local 5 to attend literacy courses conflicts with the City's present practice to reimburse tuition to those employees taking courses after hours on their own time.

As well, any funding for these literacy courses should be considered during the upcoming contract negotiations as it represents an additional allowance to C.U.P.E. Local 5.

JGP:jh  
Attch.

c.c. Alderman B. Hinkley  
L. Sage, Chief Administrative Officer  
J. Johnston, Commissioner of Human Resources  
D. Farquhar, Manager of Administration  
D. Heintz, Project Maintenance Engineer  
F. Loft, President, C.U.P.E. Local 5





Canadian Union of Public Employees - Syndicat Canadien de la Fonction Publique

LOCAL FIVE

231 Bay Street North, Hamilton, Ont. L8R 2R1

Telephone: 416-527-3391

President  
Fred Loft

Secretary  
Sid Gratton

May 31, 1990

Mr. J. Pavelka,  
Director of Public Works,  
City Hall,  
Hamilton, Ontario.  
L8N 3T4.

JP

FILE No. 90-1075A	
DEPT. PUBLIC WORKS	
JUN 04 1990	
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Dear Mr. Pavelka: Re: Literacy Courses For CUPE Local 5 Members

As you are probably already aware, the Membership of Local 5 rejected your Department's proposal of a cost sharing arrangement for 1990 for one half of the class hours. There were two reasons for this rejection: a belief that the Employer should pay the entire cost and failure to make a commitment for subsequent years beyond 1990.

On the latter point, we specifically mentioned in the meeting in your office on April 24th that if we were to argue in favour of your proposal, we would require some commitment towards future years. There was none in your letter dated April 30, 1990.

However, the most important objection concerned the basic principle of Employer paid training. This principle has been recognized by many area Employers which have had a working relationship with the Worker Education Centre. Courses have occurred during working hours and participants have received full wages for time spent. That situation contrasts rather sharply with your department's attitude towards this matter. These other Employers, being private ones, also believe themselves to be "activity driven". However, it is apparent that they must have a broader definition of activity than your department. Training is not a "non activity". It is an investment of time and money that reaps benefits because activities become safer and more efficient.

....2

May 31, 1990

In this case, Literacy Training may also be a prerequisite for other training like W.H.M.I.S. and can save time and effort in communications eg. processing of Sick Claims and WCB through Human Resources. Interestingly enough, we pointed out these ideas at the April 24th meeting. There was no objection from your representatives. Your department appeared far more comfortable with sending people to be trained in W.H.M.I.S. again and again following failure rather than giving the employee Literacy Training followed by one W.H.M.I.S. course which the employee comprehends. How does this make sense in your "activity driven" budget?

As well, there is not consistent approach to Literacy. On the one hand, your department wants this Local to cost share Literacy Training possibly using money from the Education Trust Fund (even a cursory glance at the Collective Agreement would tell one this is totally inappropriate); on the other hand, another department of the City (Human Resources Centre) schedules training among other courses in Report Writing. There is, no doubt, that this is part of a Literacy Program. Certainly, it is on the continuum of courses to reach it.

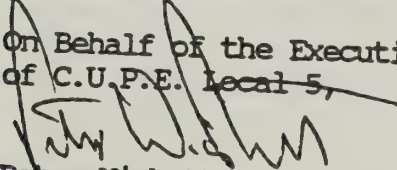
How is it that the latter can be funded and the former not? Could it be that the latter is simply intended for Management Personnel?

1990 is the Year of Literacy. Perhaps, it is time for your department and the City of Hamilton to recognize that and adopt it as an important "activity". It's time to accept a commitment to the success of the program. This Local is prepared to do it; it has been committed to it since August 1987.

Commitment carries a price. It means finding the money, but it also means not creating obstacles such as has occurred with allowing Tom Root of Forestry to teach. It also means the City cannot be prepared to offer a program to Management Personnel and not other employees.

We are prepared to discuss this further with you.

On Behalf of the Executive Board  
of C.U.P.E. Local 5,

  
Peter Wickett,  
Treasurer.

PW:sc

cc: Alderman Brian Hinkley  
Mayor R. Morrow



FOR ACTION

6121

REPORT TO: J. Schatz. Acting Secretary  
Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 June 13  
COMM FILE:  
DEPT FILE: 50.13.8  
(2738)

SUBJECT: Demolition of Buildings and Clearing of Site  
Former Public Works District #5 Yard -  
101 - 107 Mohawk Road East at Warren Avenue  
Proposed "Wheten Court" Subdivision -

RECOMMENDATION:

That the Purchase Order to firm Varga Bros. Wrecking Limited be increased by \$22,062.00 to a total amount of \$89,552.00 to be charged to Account # CH 5X327 00102 (Reserve for Property Purchases) for additional work involved in removing from the site and disposing of concrete and rubble found below grade during the demolition of the building of the former Public Works District #5 Yard located on Mohawk Road East and Warren Avenue.

  
D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See above recommendation

BACKGROUND:

On May 8, 1990, City Council approved Item 4 of the Seventh Report of the Transport and Environment Committee awarding the firm of Varga Bros. Wrecking Limited the contract to demolish buildings and clear the site according to specifications as called for by the Manager of Real Estate, Property Department of the former Public Works District #5 Yard, at the price of \$67,490.00.

During the demolition work, additional concrete foundations and footings of former buildings, plus considerable lumber and timbers were found buried below the existing grade. As Varga Bros. Wrecking Limited was the on-site contractor effecting the clearance, the additional work was carried out by Varga on a cost plus basis, a copy of such costs being attached. The demolition work is now completed and survey and soil testing has been commenced on the site.

c.c. - Mrs. S. Reeder, Secretary, Planning & Development Committee  
- Mr. E.C. Matthews, City Treasurer  
- Mr. T. Bradley, Manager of Purchasing



Varga Bros. Wrecking Ltd.  
(519) - 765-6915 (Joe Varga)

Public Works Yard #5  
Warren Avenue and  
Mohawk Road East  
Hamilton, Ontario

Additional Work: for removal from site haulage costs, dumping and disposal costs of materials found below grade levels during demolition work at the above address - such materials primarily concrete foundations of former unknown buildings - buried lumber etc.

1. May 18, 1990

Backhoe & Operator (50 ton) @	\$125 per hr. - 6 hrs.	\$ 750.00
One Roll-off Truck & Box & Driver @	\$ 75 per hr. - 6 hrs.	\$ 450.00
Two Dump trucks & Drivers @	\$ 45 per hr. - 12 hrs.	\$ 540.00
Loader & Driver @	\$ 80 per hr. - 6 hrs.	\$ 480.00
Dumping Fees		\$ 600.00
		<b>\$ 2,820.00</b>

2. May 19, 1990

Backhoe & Operator (50 ton) @	\$125 per hr. - 5 hrs.	\$ 625.00
One Roll-off Truck & Box & Driver @	\$ 75 per hr. - 5 hrs.	\$ 375.00
Three Dump Trucks & Drivers @	\$ 45 per hr. - 15 hrs.	\$ 675.00
Loader & Driver	\$ 80 per hr. - 5 hrs.	\$ 400.00
Dumping Fees		\$ 750.00
		<b>\$ 2,825.00</b>

3. May 22, 1990

Backhoe & Operator (50 ton) @	\$125 per hr. - 7 hrs.	\$ 875.00
One Roll-off Truck & Box & Driver @	\$ 75 per hr. - 5 hrs.	\$ 375.00
Two Dump Trucks & Drivers @	\$ 45 per hr. - 10 hrs.	\$ 450.00
Loader & Driver @	\$ 80 per hr. - 5 hrs.	\$ 400.00
Dumping Fees		\$ 500.00
		<b>\$ 2,600.00</b>

4. May 23, 1990

Backhoe & Operator (50 ton) @	\$125 per hr. - 10 hrs.	\$ 1,250.00
One Roll-off Truck & Box & Driver @	\$ 75 per hr. - 10 hrs.	\$ 750.00
Four Dump Trucks & Drivers @	\$ 45 per hr. - 40 hrs.	\$ 1,800.00
Loader & Driver @	\$ 80 per hr. - 10 hrs.	\$ 800.00
Dumping Fees		\$ 2,000.00
		<b>\$ 6,600.00</b>

5. May 24, 1990

Backhoe & Operator (50 ton) @	\$125 per hr. - 3 hrs.	\$ 375.00
Three Dump Trucks & Drivers @	\$ 45 per hr. - 6 hrs.	\$ 270.00
Loader & Driver @	\$ 80 per hr. - 2 hrs.	\$ 160.00
Dumping Fees		\$ 300.00
		<b>\$ 1,105.00</b>

6. May 25, 1990

Backhoe & Operator (50 ton) @	\$125 per hr. - 9 hrs.	\$ 1,125.00
Two Dump Trucks & Drivers @	\$ 45 per hr. - 18 hrs.	\$ 810.00
Loader & Driver @	\$ 80 per hr. - 5 hrs.	\$ 400.00
Dumping Fees		<u>\$ 900.00</u>
		<b>\$ 3,235.00</b>

<b>Total of six days additional work</b>		<b>\$19,185.00</b>
--	--	--------------------

<b>Profit and overhead @ 15%</b>		<b><u>\$ 2,877.00</u></b>
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**\$22,062.00**



FOR ACTION

6 (b)

REPORT TO: Mr. J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 June 8  
COMM FILE:  
DEPT FILE: 36.1.26  
(4509)

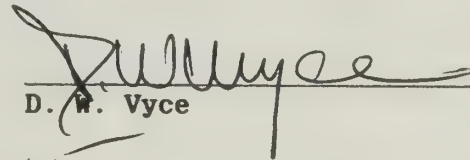
SUBJECT: Purchase of Land required for the Extension of  
Fieldway Drive from Fieldway Drive to Millwood Place -  
Brenda F. Evans - Part of 848 Upper Wentworth Street

RECOMMENDATION:

That an Option to Purchase executed by Brenda F. Evans on May 31, 1990 and scheduled for closing on or before August 20, 1990 for the purchase of part of the property at 848 Upper Wentworth Street required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed.

Note: The subject property contains 1,740.75 square feet (161.72 square metres) and is shown as Parts 11 and 12 on Plan 62R-11054. Consideration in the amount of \$1.00 has been paid to the owners and forms part of the purchase price.

The purchase price of \$2.00 is to be charged to account CF 5698 528946015.

  
D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The City will recover all costs for this project including land, consultant's fees, construction and overhead, through establishment of one foot reserves along the proposed roadway.

BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place. The City will establish a one foot reserve along the proposed roadway in order to recover all costs for this project including land, consultant's fees, construction and overhead.

Attach.

- c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. T. Gill, Acting Regional Commissioner of Engineering
- Attention: Mr. G. Aston
- Attention: Mr. R. Douglas, Manager of Field Surveys





FOR ACTION

6(c)

REPORT TO: Mr. J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 June 8  
COMM FILE:  
DEPT FILE: 36.1.26  
(4509)

SUBJECT: Purchase of Land required for the Extension of  
Fieldway Drive from Fieldway Drive to Millwood Place -  
Nicola and Rosalba Clarizio, part of 852 Upper Wentworth Street

RECOMMENDATION:

That an Option to Purchase executed by Nicola Clarizio and Rosalba Clarizio on June 4, 1990 and scheduled for closing on or before August 24, 1990 for the purchase of part of the property at 852 Upper Wentworth Street required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed.

Note: The subject property contains 3,300 square feet (306.57 square metres) and is shown as Parts 13, 14 and 15 on Plan 62R-11054. Consideration in the amount of \$1.00 has been paid to the owners and forms part of the purchase price.

The purchase price of \$13,250.00 is to be charged to account CF 5698 528946015.

  
D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The City will recover all costs for this project including land, consultant's fees, construction and overhead, through the establishment of one foot reserves along the proposed roadway.

BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place. The City will establish a one foot reserve along the proposed roadway in order to recover all costs for this project including land, consultant's fees, construction and overhead.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor  
- Mr. E.C. Matthews, City Treasurer  
- Mr. T. Gill, Acting Regional Commissioner of Engineering  
Attention: Mr. G. Aston  
Attention: Mr. R. Douglas, Manager of Field Surveys



FOR ACTION

6(d)

REPORT TO: Mr. J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 June 8  
COMM FILE:  
DEPT FILE: 36.1.26  
(4509)

SUBJECT: Purchase of Land required for the Extension of  
Fieldway Drive from Fieldway Drive to Millwood Place -  
Luigi Capostagno, Trustee and Paulina Capostagno -  
Part of 860 Upper Wentworth Street -

RECOMMENDATION:

That an Option to Purchase executed by Luigi Capostagno, Trustee and Paulina Capostagno on May 31, 1990 and scheduled for closing on or before August 23, 1990 for the purchase of part of the property at 860 Upper Wentworth Street required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed.

Note: The subject property contains 6,500.7 square feet (603.97 square metres) and is shown as Parts 16, 17 and 18 on Plan 62R-11054. Consideration in the amount of \$1.00 has been paid to the owners and forms part of the purchase price.

The purchase price of \$26,000.00 is to be charged to account CF 5698 528946015.

  
D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The City will recover all costs for this project including land, consultant's fees, construction and overhead, through establishment of one foot reserves along the proposed roadway.

BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place. The City will establish a one foot reserve along the proposed roadway in order to recover all costs for this project including land, consultant's fees, construction and overhead.

Attach.

- c.c. - Mrs. P. Noé Johnson, City Solicitor  
- Mr. E.C. Matthews, City Treasurer  
- Mr. T. Gill, Acting Regional Commissioner of Engineering  
Attention: Mr. G. Aston  
Attention: Mr. R. Douglas, Manager of Field Surveys





FOR ACTION

7.

REPORT TO: Mr. J. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Ms. P. Noé Johnson  
City Solicitor

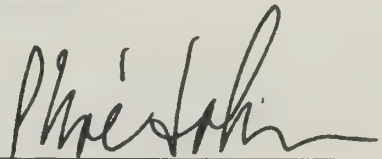
DATE: 1990 June 6  
COMM FILE:  
DEPT FILE: 1-44/90.0

SUBJECT: Garbage Collection Agreement

RECOMMENDATION:

That the applications for on site Garbage Collection service to the locations listed on Appendix "A" attached hereto be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such insurance to be in an amount satisfactory to the Director of Public Works.
- b) That the Mayor and City Clerk be authorized to sign and execute these agreements.

  
\_\_\_\_\_  
P. Noé Johnson  
City Solicitor

BACKGROUND:

The Applicants listed on Appendix "A" have requested the City to provide on site garbage collection service. This service is permitted pursuant to section 4(j) Garbage By-Law 66-182.

Public Works Department is satisfied with the access route through these properties for its garbage trucks to provide this service.

Financial/Staffing/Legal Implications: N/A

cc. Mr. J. Pavelka, Director Public Works  
Attention : Mr. D. Lobo

APPENDIX "A"

<u>Applicant</u>	<u>Location</u>
1. Barney Rosenblatt and Ruco Investments Limited (Mayfair Apartments)	455 Upper Gage Avenue
2. Hamilton Baptist Non-Profit Homes Corporation	300 Limeridge Road East
3. Applegrove Co-operative Homes Inc.	1380 Upper Ottawa Street
4. 195 Wellington Investments Limited c/o Gustav Fisher	195 Wellington Street South
5. Hamilton Baptist Non-Profit Homes Corporation	250 Limeridge Road East
6. Green Circle Non-Profit Housing Inc.	80 Gilcrest Street

FOR ACTION

8.

REPORT TO: J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1990 May 22  
COMM FILE:  
DEPT FILE: C14-18-90

SUBJECT: SUPPLY AND DELIVERY OF TOP SOILS

RECOMMENDATION:

That a purchase order be issued to G.F. Mason Excavating Ltd., Fruitland, for the supply and delivery of Top Soils as and when required during 1990, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Shredded Top Soil - \$10.40 per yard  
Shredded Manure - 21.50 per yard  
Regular Top Soil - 8.90 per yard  
Sandy Fill - 9.50 per yard  
Cow Manure - 10.90 per yard

NOTE: Lowest of two (2) tenders received. Funds provided in Stock Materials Account #CH56197 60999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

	<u>G. F. Mason Exc. Fruitland</u>	<u>Advance Contracting Hamilton</u>
Shredded Top Soil	\$10.40	\$12.50
Shredded Manure	21.50	20.00
Regular Top Soil	8.90	10.50
Sandy Fill	9.50	10.50
Cow Manure	10.90	14.00

Prices are per yard. Estimated expenditure \$20 000.





FOR ACTION

9(a)

REPORT TO: MR. J. SCHATZ, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: June 11, 1990  
COMM FILE:  
DEPT FILE: S702-39

SUBJECT

Temporary Pavement on Dulgaren Street from Eleanor Avenue to Presidio Drive

RECOMMENDATION

- (i) That the Commissioner of Public Works be directed to improve the temporary pavement on Dulgaren Street from Eleanor Avenue to Presidio Drive and connect this pavement to the Presidio Drive at an estimated cost of \$9,000.00.
- (ii) That the Finance and Administration Committee be requested to recommend the method of financing.

*Ted Gill*

E.M. Gill, P.Eng.  
Acting Commissioner of Engineering

BACKGROUND

Bar-Rock Estates, a subdivision in the Eleanor Neighbourhood, was registered in 1989 and at that time established Presidio Drive which connects to Dulgaren Street as shown on the attached plan. However, a physical connection was not made because Dulgaren, while a City street, was at a standard not suitable for through traffic. Furthermore, permanent improvement could not be undertaken on Dulgaren Street because the sewer installation is not possible for several years due to a lack of an outlet.

A review of the overall situation and in particular access to public transit which is located on Eleanor Avenue determined that it is desirable that Dulgaren Street be improved.

The cost of the improvements should be charged to the City reserve for City share in subdivisions as these improvements are related to a number of subdivisions and not only to Bar-Rock Estates.

KB:ja



FOR ACTION

9(b)

REPORT TO: MR. J. SCHATZ, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: June 5, 1990  
COMM FILE:  
DEPT FILE: S702-45  
S719-65  
S705-26

SUBJECT

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

RECOMMENDATIONS

- i) That the submitted schedules for the estimated cost of services in:  
  
Beaverton Estates - Hamilton (City share - \$174,940.50, Owner's share \$99,768.40)  
  
Sandrina Gardens Phase 1 - Hamilton (City share - \$160,296.00, Owner's share \$1,015,143.14)  
  
Effort Gardens - Hamilton (City share - \$230,478.83, Owner's share \$665,184.30)  
  
be adopted for inclusion in the respective Subdivision Agreements with the owners.
- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.
- iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.
- v) That the City's share of the cost of services for these developments (\$565,715.33) be approved, and that the Finance and Administration Committee recommend the source of funding for these projects.

Cont'd .....



## 1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

Cont'd .....

*E.M. Gill*

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E.M. Gill, P.Eng.  
Acting Commissioner of Engineering

### FINANCIAL CONSIDERATIONS

Under present policies, the City of Hamilton shares the cost of installing services within subdivisions. Expenditures are incurred due to costs associated with 0.3 metre reserves and/or oversized services. In the case where 0.3 metre reserve expenditures and oversizing expenditures do not exist, the Subdivider is solely responsible for all costs within the development.

Any cost sharing for the developments being approved (as shown on Schedule "A" attached) is in accordance with standard City of Hamilton policies. The total estimated cost of the City's share of services to be approved at this time is \$565,715.33.

A portion of the City share (\$51,409.00 Sandrina Gardens - Phase 1) is associated with services to be installed adjacent to a proposed City parkland area and is not recoverable. Other non-recoverable City charges total \$180,133.50 for all three subdivisions. The costs associated with 0.3m reserve total \$334,172.83 and is fully recoverable in the future when abutting lands develop.

The total estimated Subdivider's share of the cost of all services being installed for the subdivisions noted on Schedule "A" is \$1,780,095.84.

### BACKGROUND

The proposed subdivisions which are to have servicing approved under this report are:

- Beaverton Estates (Butler Neighbourhood)
- Sandrina Gardens Phase 1 (Broughton East and West Neighbourhoods)
- Effort Gardens (Jerome Neighbourhood)

City Council has recommended that Subdivision Agreements be entered into between the City and the respective owners of the lands to be subdivided for those developments noted on Schedule "A" (attached).

Cont'd .....

## 1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

Cont'd .....

Development for these lands will provide for the servicing of the following:

208 lots for residential use, 88 future residential lots and  
3 blocks for multiple residential use.

For the Committee's information, we provide the following information:

### BEAVERTON ESTATES, Hamilton

This a proposed residential subdivision in the Butler Neighbourhood. This development is for 15 single family residential lots and 49 future single family residential lots. For this development \$16,950.00 City share is non-recoverable and \$157,990.50 City share is for 0.3m reserve which is fully recoverable in the future when abutting lands develop. The total servicing cost for this subdivision is \$274,708.90 of which \$99,768.40 is owner's share.

The services along Acadia Drive represent City share under Beaverton Estates due to the fact that Acadia Drive is being created by lands being dedicated by a number of owners along Stone Church Road. At this point in time the City has acquired all but two parts necessary to create Acadia Drive as a road allowance established to its full width of 20.0 metres. to expedite development within this neighbourhood it has become necessary for the City to install the services at one time instead of waiting for each individual land owner to initiate the installation of services. This method also would allow development to the east of Beaverton Estates.

### SANDRINA GARDENS - PHASE 1, Hamilton

This is a proposed residential subdivision in the Broughton East and West Neighbourhoods. It is for 104 single family lots and 3 blocks for multiple family dwelling units (townhouses). There are no costs related to 0.3m reserve representing City share within this development. The City share for oversizing is \$160,296.00 and is non-recoverable. The subdivider's share for this project total \$1,015,143.14 and bring the total servicing costs to \$1,175,439.14 for this development.

Cont'd .....

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

Cont'd .....

EFFORT GARDENS, Hamilton

This is a proposed residential subdivision in the Jerome Neighbourhood. It is for 89 single family lots and 39 future single family lots. The City share of expenditures within this development are \$176,182.33 for 0.3m reserves which are fully recoverable when abutting lands develop.

Other City share of costs within this development are for oversizing of services. This amount is \$54,296.50 and is normally not recoverable in the future. However, a portion of City share of \$36,450.00 for services related to the road, curbs and walks adjacent to 50 and 56 Chipman Avenue will be recovered in the future.

Road access adjacent to these premises and through Effort Gardens extension are a requirement of draft plan conditions for Effort Gardens. The land owners of 50 and 56 Chipman Avenue have flankage along the proposed City services of Ridge Street. The flankage of each of these lots is 46.775 metres. Under current City policy, these properties may be assessed for local improvement rates based on 75% on the first 30m of length and 100 % of local rates on the remaining portion.

Since these land owners can potentially benefit from these services (future severance) it is our recommendation that the City approve the servicing costs and rate these costs against these lands under Section 12 of the Local Improvement Act. Therefore, a portion of the \$36,450.00 would be recovered when these properties are rated in 1991. The subdivider's share for service within this development are \$665,84.30 bringing the total servicing costs to \$895,663.13 for this development.

PS:ja

cc: J. Thompson, Secretary, Finance and Administration Committee  
cc: E.C. Matthews, City Treasury Department  
cc: R. Douglas, Regional Surveyor's Office  
cc: L. Farr, City Solicitor's Office



# SCHEDULE "A"

## 1990 SUBDIVISION EXPENDITURE SUMMARY

### CITY'S SHARE OF EXPENDITURES

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS		NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
Beaverton Estates S702-45	15 lots 49 future lots	90-JAN-30 Report 1-90 Item 8	Catch Basins & Connections Curbs & Sidewalks Finished Roads	\$17,797.50 \$42,488.00 \$86,445.00	\$0.00 \$0.00 \$16,950.00		\$17,797.50 \$42,488.00 \$103,395.00		
Salci Developments Inc	HAMILTON								
Urbex Management Ltd									
Mackay, Mackay, Peters									
			Dead End Barricade Street Lighting sub-total	\$2,260.00 \$9,000.00 \$157,990.50	\$0.00 \$0.00 \$16,950.00		\$2,260.00 \$9,000.00 \$174,940.50	\$99,768.40	\$274,708.90
Sandrana Gardens ph 1 S719-65	104 Lots 3 Blocks	89-NOV-07 Report 17-89 Item 12	Catch Basins & Connections Curbs & Sidewalks Finished Roads Seeding Street Lighting Fencing Sewers & Watermains sub-total	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$4,162.00 \$7,281.00 \$90,976.00 \$972.00 \$1,500.00 \$3,996.00 \$51,409.00 \$160,296.00		\$4,162.00 \$7,281.00 \$90,976.00 \$972.00 \$1,500.00 \$3,996.00 \$51,409.00 \$160,296.00	\$1,015,143.14	\$1,175,439.14
DiCenzo Construction Co. HAMILTON									
A.J. Clarke & Assoc.									
Effort Gardens S705-26	89 Lots 39 Future Lots	89-OCT-10 Report 23-89 Item 10	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricades Street Lighting sub-total	\$27,838.68 \$40,928.60 \$99,423.05 \$565.00 \$7,427.00 \$176,182.33	\$0.00 \$0.00 \$54,296.50 \$0.00 \$0.00 \$54,296.50		\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$230,478.83	\$665,184.30	\$895,663.13
Arthur Weisz	HAMILTON								
Urbex Management Ltd.									
Mackay, Mackay, Peters									

GRAND TOTALS: \$334,172.83 \$231,542.50 \$565,715.33 \$1,780,095.84 \$2,345,811.17





FOR ACTION

9(c)

REPORT TO: SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL  
ACTING COMMISSIONER OF ENGINEERING

DATE: May 14, 1990  
COMM FILE: 3-11-7  
DEPT FILE: T103-37  
ID#0043D

SUBJECT:

Banner Display Application  
June 25, 1990 to July 2, 1990

RECOMMENDATION

That the TWO PLUS TWO MANAGEMENT INC. be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, June 25, 1990 to July 2, 1990, with the following message:

AMSTEL LIGHT 1/2 MARATHON & RELAY  
THIS SUNDAY, WELCOME

Ted Gill  
E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from TWO PLUS TWO MANAGEMENT requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because (TWO PLUS TWO MANAGEMENT INC.) has never erected a, this banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

UKC:ccc

c.c. H. Reinhold, Department of Public Works



9(d)

REPORT TO: SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: May 10, 1990  
COMM FILE:  
DEPT FILE: T103-54  
ID#0043D

SUBJECT: Use of the Belmont Avenue North  
Road Allowance

RECOMMENDATION

That the Committee provide direction to staff as to the enforcement of the by-law.

*E. M. Gill*

\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

BACKGROUND

We have received a complaint through Alderman Hinkley that Mr. J Trathen owner of East End Welding Company Ltd. at 1086 Cannon Street East, is illegally using the road allowance of Belmont Avenue North to stock-pile material and storage of equipment.

East End Welding Company Ltd. is situated at the S/W corner of Cannon Street and Belmont Avenue. A field investigation carried out by staff on April 10, 1990 confirmed the complaint of Alderman Hinkley that Mr. Trathen is using the Belmont Avenue road allowance for stock-piling.

A registered letter from the Engineering Department was sent to Mr. Trathen on April 18, 1990 informing him that the stock piling of materials on the Belmont Avenue road allowance is in contravention of the City of Hamilton Street By-Law No. 9329. Mr. Trathen was informed that the materials must be removed from the road allowance by May 31, 1990.

On Tuesday May 1, 1990 Mr. Trathen called our department informing staff that he did receive our letter and admitted that he was in fact using the road allowance to stock pile materials. He told staff that his company has been using the Belmont Avenue road allowance for the past 61 years. The welding shop building occupies the entire property, which, in Mr. Trathen's opinion, forces him to use the road allowance for stock piling. Mr. Trathen has indicated that if forced to remove his materials he would have to close his business.



-Page 2-  
May 14, 1990

cont'd....

Mayor Morrow has contacted our department expressing concern over Mr. Trathen's ability to operate without use of the road allowance.

Based on the above information we are requesting that your committee review this situation and provide direction for a course of action.

JJC: rbo

cc: Mayor R. Morrow  
cc: Alderman B. Hinkley

FOR ACTION

9 (K)

REPORT TO: SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: May 29, 1990  
COMM FILE: 3-11.5  
DEPT FILE: T103-51  
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreements


RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A" appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demand, costs, damages, expenses and loss.
- b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- c) That a first year fee and a subsequent annual fee as determined in Schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendation".

  
\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

-Page 2-  
May 30, 1990

cont'd....

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachments in the past.

/s/ JKC:mlm

cc: S. Gabruss, City Solicitor's Dept.

SCHEDULE "A"

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>Fees 1st Year/Annual</u>	<u>File No.</u>
13 & 15 Keith Street	Front Steps 8' X 2.15'	Petrini, Rubenstein & Waxman Barristers & Solicitors 242 James Street South Hamilton, Ontario L8P 3B3	\$105.00/\$20.00	T103-50(878)
9 & 11 Keith Street	Front Steps 8' X 1' Chain Link Fence 40' X 14' Wood Stoop 3' X 4'	Petrini, Rubenstein & Waxman Barristers & Solicitors 242 James Street South Hamilton, Ontario L8P 3B3	\$105.00/\$20.00	T103-50(883)
53 Rosslyn Avenue North	2 Brick Pillars 1st = 2' X 0.40' 2nd = 2' X 0.88'	Yachetti, Lanza & Restivo Barristers & Solicitors 105 Main Street East Suite 800 P.O. Box 950 M.P.O. Hamilton, Ontario L8N 3P9	\$105.00/\$20.00	T103-50(884)
29 Clyde Street	Front Steps 7' X 3'	Turkstra, Mazza Associates Lawyers 15 Bold Street Hamilton, Ontario L8P 1T3	\$105.00/\$20.00	T103-50(880)
74 - 76 Walnut Street South	Covered Porch 0.35' X 0.16'	Kingsmill, Ross & McBride Barristers & Solicitors 1 King Street West P.O. Box 907 Hamilton, Ontario L8N 3P6	\$105.00/\$20.00	T103-50(872)
69 John Street South	Garbage Bin 4' X 4' Two Steel Poles 2'2" each Loading Dock Bumper 1' X 10'	Stradwick Investments Canada Limited 505 York Boulevard Hamilton, Ontario L8R 3K4	\$105.00/\$20.00	T103-50(879)



SCHEDULE "A"

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>Fees 1st Year/Annual</u>	<u>File No.</u>
70 Campbell Avenue	Concrete Steps 2.26' X 5' Cement Veranda 0.08' X 30' Frame Shed 0.25' X 25'	Davis, Baldwin & Kvas P.O. Box 917 20 Hughson Street South Hamilton, Ontario L8N 2A1	\$105.00/\$20.00	T103-50(869)

10 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 June 13

REPORT TO: J. J. Schatz  
Acting Secretary, Transport and Environment Committee

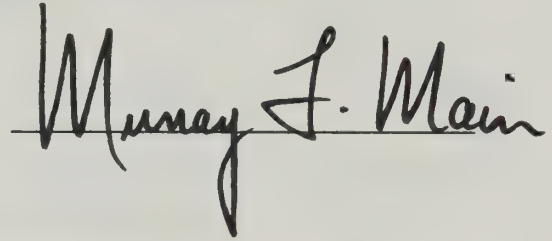
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Traffic Department Re-organization. [TEC-135-90]

RECOMMENDATION:

- a) That the revised Traffic Department organization appended hereto be approved; and
- b) That various existing positions be re-titled as Manager of Community Traffic Services, Parking Control and Prosecution Coordinator, Parking Control Supervisor and Parking Control Officer, respectively; and
- c) That the position of Chief Prosecutor be approved (new staff) effective 1990 July 02; to be funded by revenue increases; and
- d) That the Commissioner of Human Resources be requested to determine the appropriate salary schedule for the positions of Manager of Community Traffic Services, Parking Control and Prosecution Coordinator, and Chief Prosecutor; and
- e) That three additional Parking Control Supervisors be approved, effective 1990 July 30; to be funded by revenue increases; and
- f) That the purchase of one automobile with radio and equipment be approved; and
- g) That the City Treasurer increase funds in the following accounts in the 1990 current budget:
  - Account No. CH-51001-75020 (Salaries and Wages) and associated equipment and benefit accounts, by \$186,000.00 annualized (\$83,000. in 1990 for five months for supervisors and six months for prosecutor);
  - Account No. CH-58002-75020 (for one automobile), by \$20,000.00 (one time expenditure); and

- h) That the City Treasurer increase the anticipated revenue in the 1990 current budget Account No. CH-45201-75020, by \$206,000.00 to offset the increased costs in other accounts.



#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposal will create a net revenue to the City. The four additional staff members and the purchase of one automobile, will be more than offset by increased fine revenues. The Treasurer has been consulted on the financial implications of this proposal and agrees with the financial recommendation.

#### BACKGROUND:

Recent changes in responsibilities have resulted in the need for re-evaluation of the organization of the By-law Enforcement, Legislative Services and School Traffic Sections of the Department. The By-law Enforcement Section has been affected by a change, in September of 1989, to prosecution of parking offences under the new Provincial Offences Act. In addition, prosecutions of charges laid by the Hamilton-Wentworth Regional Police Department have been conducted by By-law Enforcement Staff on an experimental basis, with the very dramatic increase in the number of prosecutions performed and the number of convictions received, and with a dramatic increase in revenue during the past 8-month period of approximately \$300,000. Further, since May of 1990, the City of Hamilton has begun prosecuting parking charges laid in four of the area municipalities in the Region, on a cost plus overhead cost basis. While the effects of these changes have been very positive in all respects, continuation of these various programs requires a review of organization and staffing.

With the addition of the school crossing responsibilities, the concept of a change in organization and name to reflect the nature of the various functions as services to the community has resulted in an examination of name changes. While all municipal employees have the sole function of serving the public, a more positive image could be projected if the names of the various functions reflected this fact. Specifically, it is proposed that the functions of parking control and prosecution, legislative initiatives and school crossing activity be combined organizationally under a Manager of Community Traffic Services which would emphasize the service function of these various activities. This would be a true representation of present practices, since many of these activities result directly from requests from the public for these specific services.

#### PRESENT PROBLEMS AND SOLUTIONS

The following problems presently exist, and solutions to these problems are identified in the following paragraphs.

1. Prosecution of parking charges laid by the Hamilton-Wentworth Regional Police Department requires attendance in Court five days a week, at either three or four Court times each day. Whereas under the previous prosecution procedure under the Summary Convictions Act, it was necessary to serve a summons in person to secure a conviction of those who did not respond to the process, the



procedure under the new Provincial Offences Act results in people being convicted in absentia if they fail to respond to the mailed summons to appear in Court for failure to pay parking fines. This procedure coupled with the new plate to owner policy of the Province, and the policy of refusing motor vehicle registration renewals until all outstanding parking and other fines are paid, means that the various loopholes have been closed such that the collection of parking fines should be almost a 100% effective. The increased revenue for the past 8-month period, resulting from these changes, has been an increase of approximately \$300,000 over the normal revenue of \$2.1 million, which is a projected annual increase of approximately 20%. The anticipated returns from the Province at registration renewal time will increase these revenues further. Therefore, the new procedures and the prosecution of Police charges is proving to be very effective in serving the cause of justice and in increasing fine revenues. However, there is a corresponding increase in Court prosecution time. This requires attendance at Court not only five days a week, but also with more than one prosecutor in attendance because of concurrent Courts being conducted for normal Hamilton parking infractions, for the prosecution of offences in the various participating Area Municipalities, and also for the Appeal Court which is an integral part of the Provincial Offences Act procedures.

For the above-mentioned reasons, it is proposed that a full-time position of Chief Prosecutor be established, and also, that more recognition and emphasis be placed on the role of the Parking Control Supervisors as being both supervisors and back-up prosecutors. For these same reasons, the present complement of three supervisors should be increased.

2. In recent years, the number of supervisors available has been completely inadequate to provide proper supervision. Since there is a two shift system operating six days a week, there have not been sufficient supervisors to provide supervision during all of the shifts during the week. Further, there has been very little opportunity to have on-street supervision since the supervisors are normally occupied with responsibilities in the office related to the review of parking infractions with the public over the counter, and over the telephone, and also with the dispatching of various assignments to officers via radio. Adequate supervision has simply not been available with the limited staff resources. For this reason also, additional supervisors are required. It should be emphasized that when supervisors are supervising on the street, they are also issuing parking infraction notices, meaning that the revenue from this source is directly proportional to the number of persons of the street, and an increased staff will increase net revenue correspondingly.
3. The present system which requires that a supervisor work in the office for eight hours straight without the proper coffee or lunch period breaks, under the extreme pressure created by dealing with the public while trying to handle telephone and radio communications, has resulted in health problems for all of the supervisors. All of the supervisors have problems related to high blood pressure, abnormal sugar levels and breathing difficulties likely to be caused, for the most part, by high stress levels. This situation was detected and reported on by Stress Management Consultant George R. Koblyk who conducted Stress Management Workshops for the Hamilton and Hamilton-Wentworth Staff in 1988. It has just now come to my attention that a letter was written to the Human Resources Centre in June of 1988 advising that the supervisors in the By-law Enforcement areas are working under conditions which have a high potential for promoting job burn-out. The letter stated in part that "the people in this Department can be exposed to citizen abuse such as swearing, spitting, threats, physical assault and chronic complaints. Unlike policemen, who also have to perform unpleasant job tasks, there does not appear to be any scope for the positive, helping rewarding job satisfiers in By-law Enforcement. Unlike personnel "complaint" jobs in business and industry, by-law employees apparently cannot be rotated to a less stressful job assignments." Further it is stated that "in our seminars, it is reflected in alarmingly high scores on the job stress



survey". Several recommendations were made to the Human Resources Department respecting the interviews of the employees to determine whether or not there is cause for a concern, contacting other municipalities and agencies to determine what they do for cases of this nature, and encouraging creative problem solving discussions within the Department.

For these reasons, it is proposed to provide sufficient supervisory staff such that the officer can spend only half a shift in the extremely stressful situation in the office, and spend the other half of the shift supervising on the road or prosecuting in Court, to provide appropriate lunch and coffee breaks, and to attempt to reduce the overall stress level during the day.

4. One undesirable situation at the present time is that of using regular officers in the office for dispatching instructions to officers on the road, and issuing instructions as to what action is to be taken. This involves one union member apparently issuing instructions to another union member, and the issue has been raised as to whether or not it is appropriate to in effect have one union member supervising other union members. This is a potential source of complaint and friction between various staff members. More supervisors are required to alleviate this condition.
5. The present staff is not able to provide the level of enforcement requested by the public and various members of the City Council. That last staff increase in the enforcement area was early in 1987. In recent years, the number of regulations and activities have grown at a very high rate as follows:

	<u>1986</u>	<u>1990</u>	<u>% INCREASE</u>
Streets with time limits requiring enforcement	409	520	27%
Street with reserved permit parking requiring enforcement	23	78	239%
Private properties registered for enforcement	1591	2000	26%
Fire routes on private property	290	385	32%
Municipal lots with coin tank control	31	38	23%

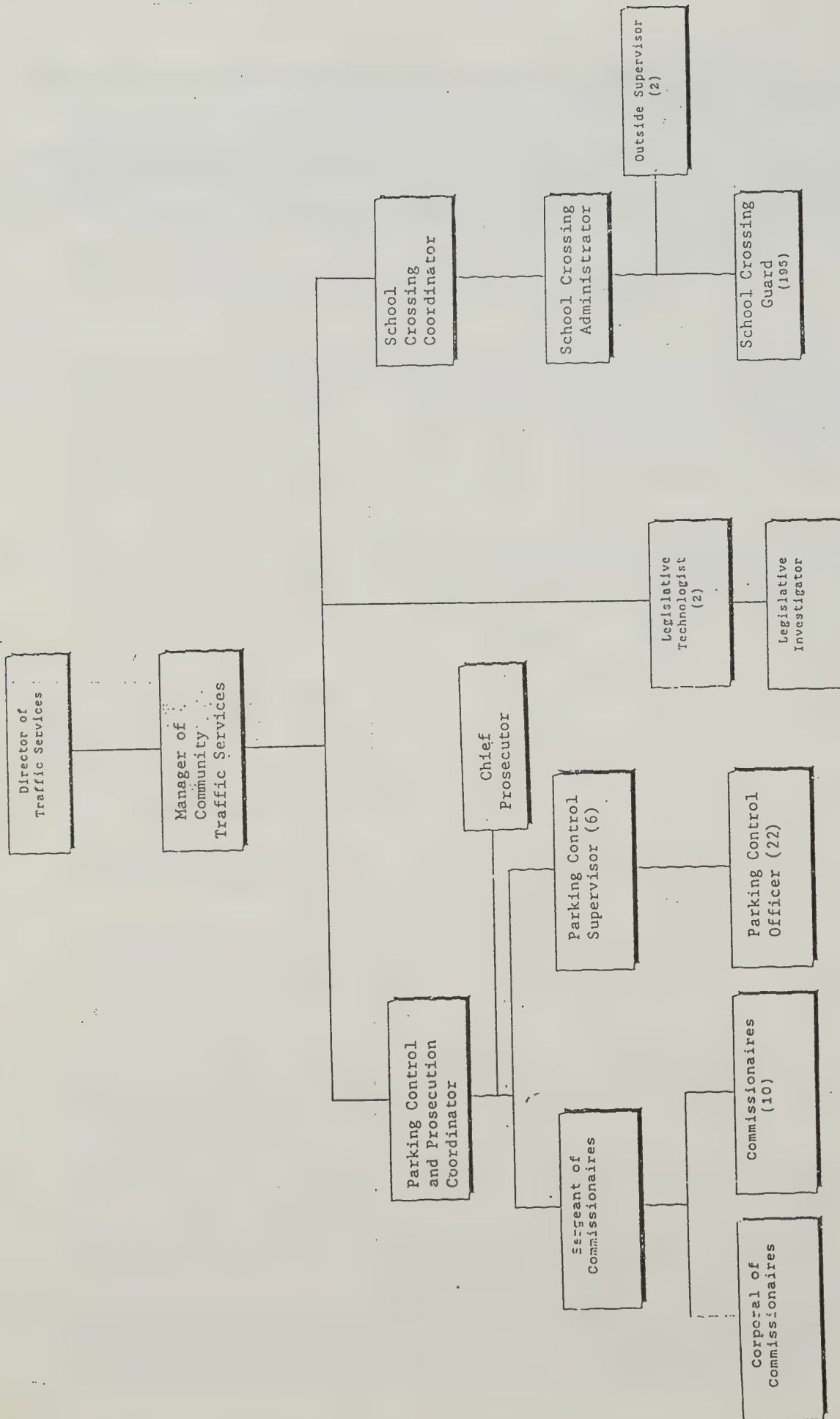
The addition of several supervisors would free up regular officers for street duty and also result in the supervisors issuing more parking violation notices on the street, and the result would be a better response to the requests of residents for this service and enhanced revenues.

6. There is considerable interaction between the Legislative Section of the Department which investigates and recommends new regulations in response to problems expressed by the public, and the By-law Enforcement Section which subsequently enforces the regulations. There is considerable overlap in explaining the meaning of various regulations and providing explanations of enforcement and other procedures in response to public inquiries. Also, considerable correspondence is generated in responding to these inquiries. For this reason, it is desirable to combine these two sections into one section of the Department to be known as a Community Services Section. It is also appropriate to combine the school crossing function within this section

under a single manager in order to provide better coordination and to eliminate duplication of these various community services functions.

For the above reasons, it is recommended that the Parking Control, Legislative and School Traffic Sections of the Department be combined in a single "Community Services" Section and that additional staffing be provided in the By-law Enforcement area to resolve some of the extreme and urgent problems which are presently occurring in that area.

cc: Mr. E. Matthews  
City Treasurer



GEORGE R. KOBLYK

Stress Management

52 West 33rd Street  
Hamilton, Ontario L9C 5H8  
Telephone (416) 388-3865

June 20, 1988

*Rec'd 1990 May 24*

Mrs. Raffaella Cowell,  
Supervisor,  
Training and Development,  
Human Resources Centre,  
P.O. Box 910,  
HAMILTON, Ontario.  
L8N 3V9

Dear Raffaella,

As you know, in the one-day and two-day Stress Management workshops, Hamilton-Wentworth staff and supervisors are offered advice on what the individual employee can do to cope with job stress and burnout.

Occasionally one becomes aware of employment conditions that have a high potential for promoting job burnout. Although some staff and supervisors may take the attitude, "If you can't take the heat, get out of the kitchen!", these situations would be regarded by any thinking person as too hot to handle for an extended period of time.

Such may be the case in Traffic By-Law Enforcement. The people in this department can be exposed to citizen abuse such as swearing, spitting, threats, physical assault and chronic complaints. Unlike policemen, who also have to perform unpleasant job tasks, there does not appear to be any scope for the positive, helping, rewarding job satisfiers in by-law enforcement. Unlike personnel in "complaint" jobs in business and industry, by-law employees apparently cannot be rotated to less stressful job assignments.

Research indicates that this type of unrelenting negative interaction has a high potential for employee burnout, typified by low morale, cynicism and mistrust, chronic complaining, poor interpersonal relations on the job and at home, and physical or mental symptoms. In our seminars, it is reflected in alarmingly high scores on the job stress survey.

A one or two-day stress management seminar cannot possibly compensate for years of exposure to negative job conditions which seem to have little or no prospect for improvement.



Consequently I would like to suggest that the Region demonstrate its concern for the welfare of a group of employees who may be at risk by

- 1) Interviewing the management and employees of the department to assess whether there is cause for concern.
- 2) Contacting other municipalities, businesses and agencies to determine what they do with and for staff whose job involves constant complaints from the public.
- 3) Encouraging creative problem solving discussions within the department if the issues have not been addressed satisfactorily in other jurisdictions, or if their strategies cannot be easily transferred to the local situation.

Of course, I would be willing to lend any assistance that I can if you or the managers of the traffic by-law division feel it is necessary.

Sincerely,



George Koblyk,  
Humanities &  
Social Sciences  
Department

10(b)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 May 30

**REPORT TO:** J. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Appointment of By-law Enforcement Officers. [TEC-124-90]

**RECOMMENDATION:**

That the previous list of personnel appointed as By-law Enforcement Officers for the City of Hamilton be revised:

by adding the following names:

- Grant M. Spence
- Rodger A. Collins
- William F. McCully
- William J. Baswick

and by deleting the following name:

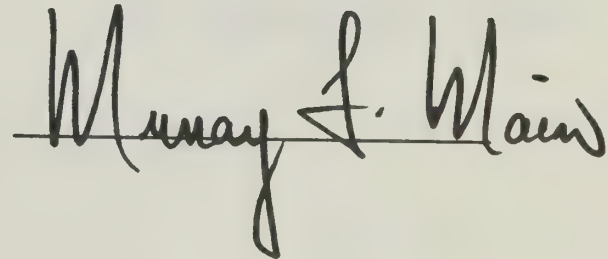
- Louise J. Angeline

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

**BACKGROUND:**

Due to changes in personnel, it is necessary to revise the list of persons appointed as By-law Enforcement Officers, in accordance with the Police Act.

A handwritten signature in dark ink, reading "Murray F. Main", is written over a horizontal line.



10(c)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 31

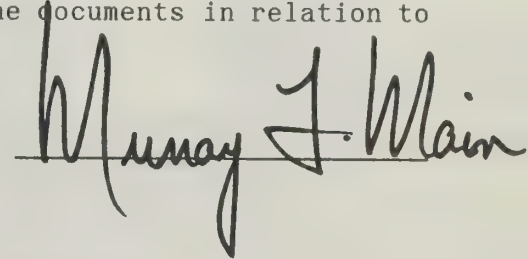
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: 135 - 145 MacNab Street North - Discharge of Commercial Boulevard  
Parking Agreement (TEC-128-90)

RECOMMENDATION:

- a) That the existing commercial boulevard parking agreement registered as Instrument No. 126180 C.D. to the property at No. 135 - 145 MacNab Street North be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

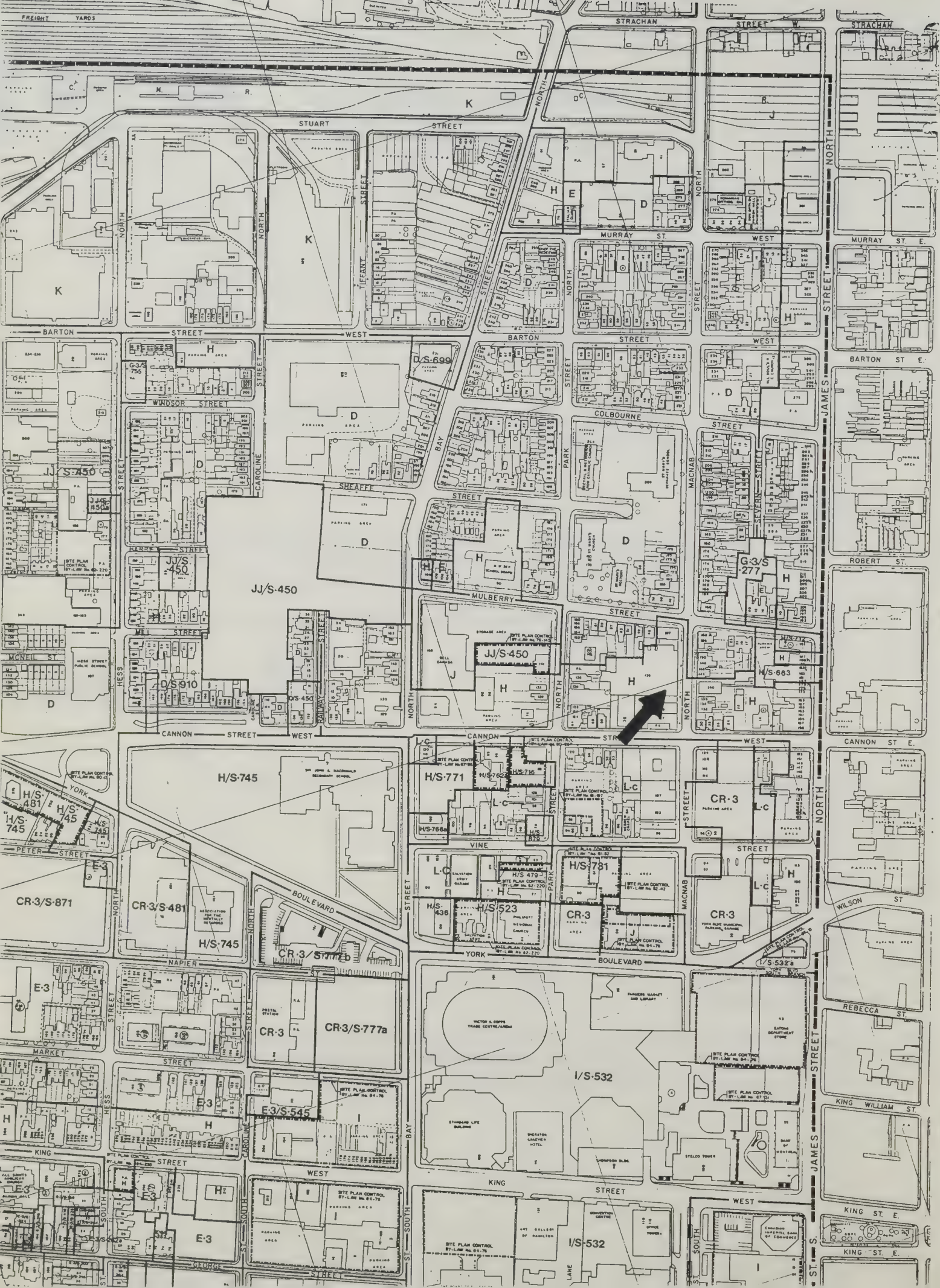
N/A

BACKGROUND:

The Traffic Department has received a letter from the solicitors of John Levy Holdings Inc., requesting that the existing commercial boulevard parking agreement registered as Instrument No. 126180 C.D. to the property at 135 - 145 MacNab Street North, be discharged since the boulevard is no longer used for parking purposes.

The Traffic Department has confirmed that the building has been demolished and that the boulevard is no longer required for parking purposes. Therefore, the Traffic Department concurs with the request to discharge the subject agreement.





10(d)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 22

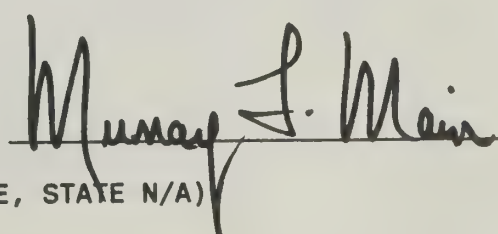
REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: No. 579 Catharine Street North - discharge of residential boulevard parking agreement. (TEC-116-90)

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 449671 C.D. to the property at No. 579 Catharine Street North be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- c) That the City Treasurer be directed to revise the billing records accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

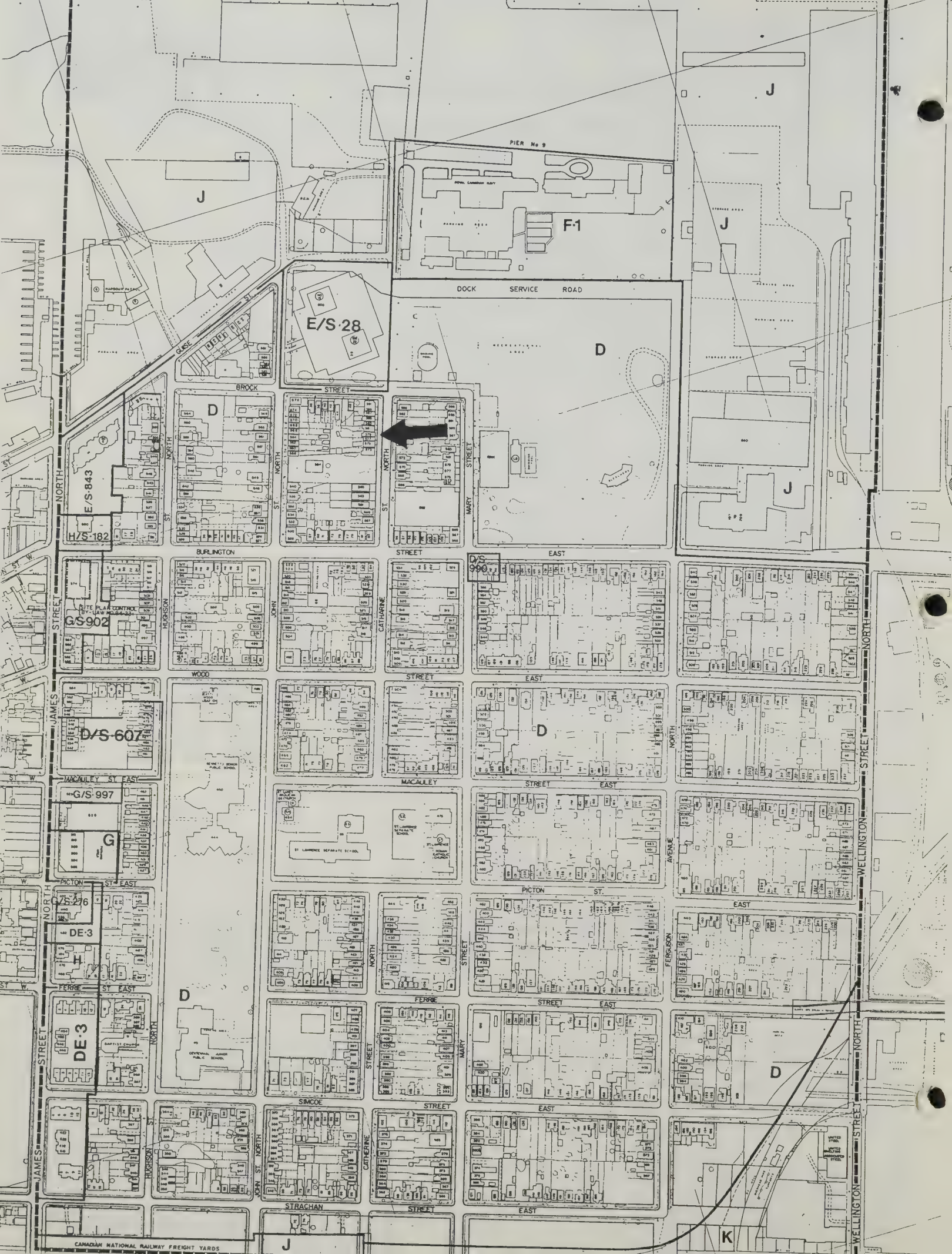
N/A

BACKGROUND:

In March, 1988, the Traffic Department approved an application by the former owner of the property at No. 579 Catharine Street North to allow one vehicle to be parked on the City boulevard and partially on the private property in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1988 March. However, the approach ramp and parking space were never installed.

This property has since been sold, and a new owner has written to the Traffic Department and requested that the agreement be discharged because he does not intend to pave the boulevard for parking. Therefore, the Traffic Department concurs with this request.





E/S-28

F-1

DOCK SERVICE ROAD

PIER No 9

J

D

J

D

K

E/S-843

H/S-182

GS-902

D/S-607

G/S-997

G/S-276

DE-3

DE-3

CANADIAN NATIONAL RAILWAY FREIGHT YARDS

10(e)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 10

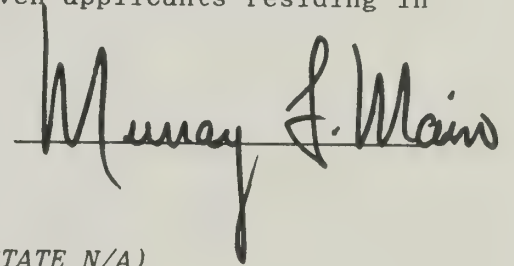
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Apartment Building at No. 165 Park Row South - Application for a Time  
Limit Exemption Permit (TEC-110-90)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first seven applicants residing in the building at No. 165 Park Row South.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$168.00 in revenue each year from the sale of parking permits to residents at No. 165 Park Row South.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 165 Park Row South, that time limit exemption permits be issued to residents of this building. The building is located on the east side of Park Row South, just north of King Street, and the applicant has indicated that she wishes to park her vehicle in the "One Hour Parking Time Limit" regulation on Monterey Avenue.

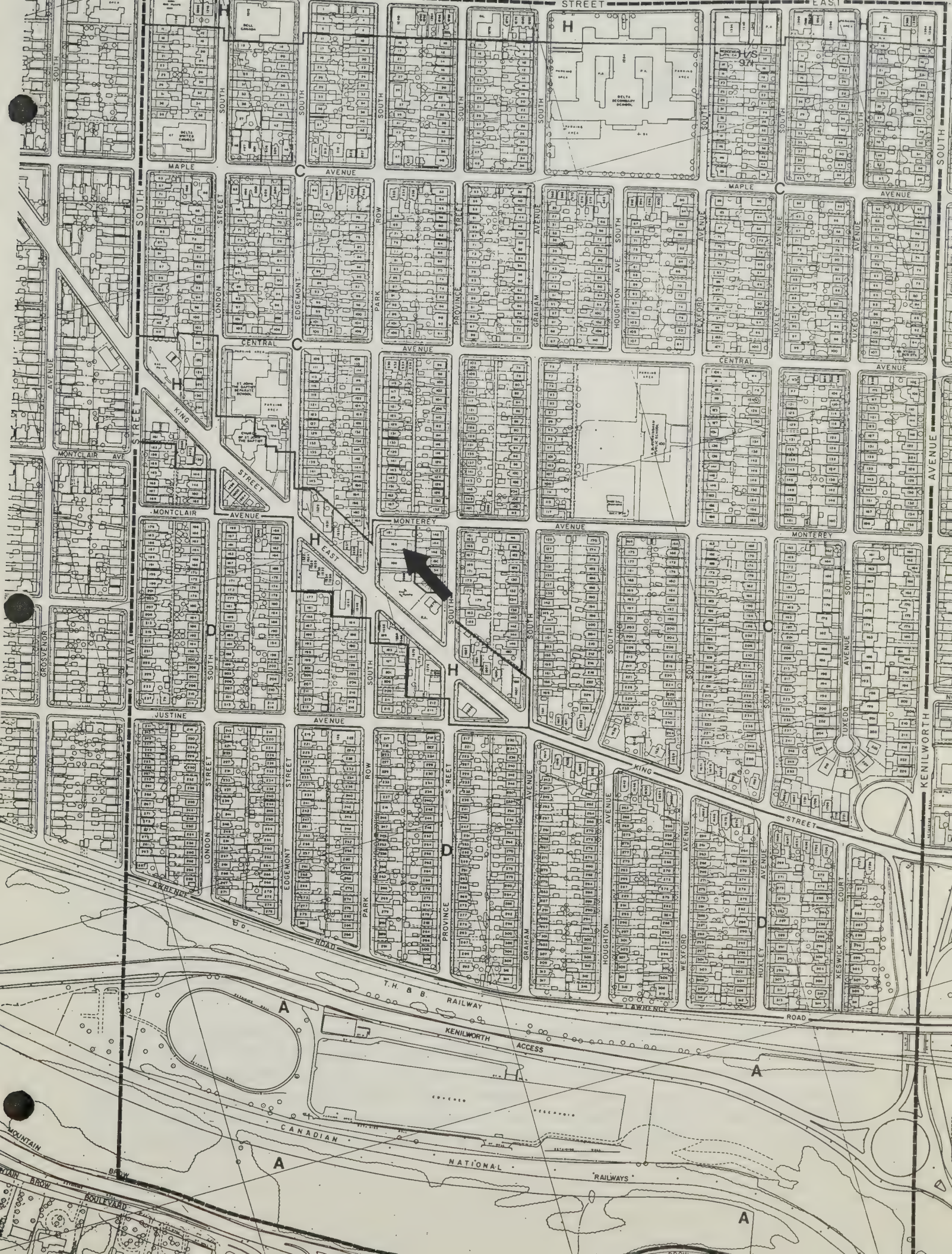
Investigations reveal that there are ten dwelling units in the subject building, and that there are three off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Park Row South in this area consist generally of single family homes and two 10 dwelling unit apartment buildings.



Periodic observations reveal that Monterey Avenue is lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of 12 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of nine off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of seven parking permits (one permit per dwelling unit) to the residents of this building, on a first come first served basis.









CITY OF HAMILTON

10 (A)

- RECOMMENDATION -

DATE: 1990 June 13

REPORT TO: J. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Traffic Conditions on Owen Place. [TEC-131-90]

RECOMMENDATION:

- a) That the Traffic Department be authorized to attend, with Alderman Dominic Agostino, a public meeting to inform residents of a proposed experiment with the use of roadway narrowing at strategic locations on Owen Place; and
- b) That the Traffic Department be instructed to report back to the Committee following the public meeting with a recommendation on whether or not to proceed with such an experiment on this street.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of installing temporary alterations to the roadway at 8 or 9 locations on Owen Place would be approximately \$22,000. The cost of installing 8 or 9 permanent alterations to the roadway would be in the order of \$50,000. Yearly maintenance will be in the order of \$6,000 and there will be additional costs involved in removing the temporary installation. No funds have been budgeted for this work.

BACKGROUND:

At a public meeting convened by Alderman Dominic Agostino on 1989 October 4 at St. Bernard's School, several residents expressed concern regarding the volume of through traffic using Owen Place. A subsequent through traffic study was conducted on 1989 October 26 from 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 6:00 p.m. to document the volumes of traffic which do not begin or end within the neighbourhood. Although Owen Place is considered to be the collector street for the neighbourhood, the results of this study have confirmed that there is an inordinate amount of through traffic using the street, and the residents have



expressed concern that the through traffic volumes have steadily increased since Greenhill Avenue was connected as a through street south of King Street.

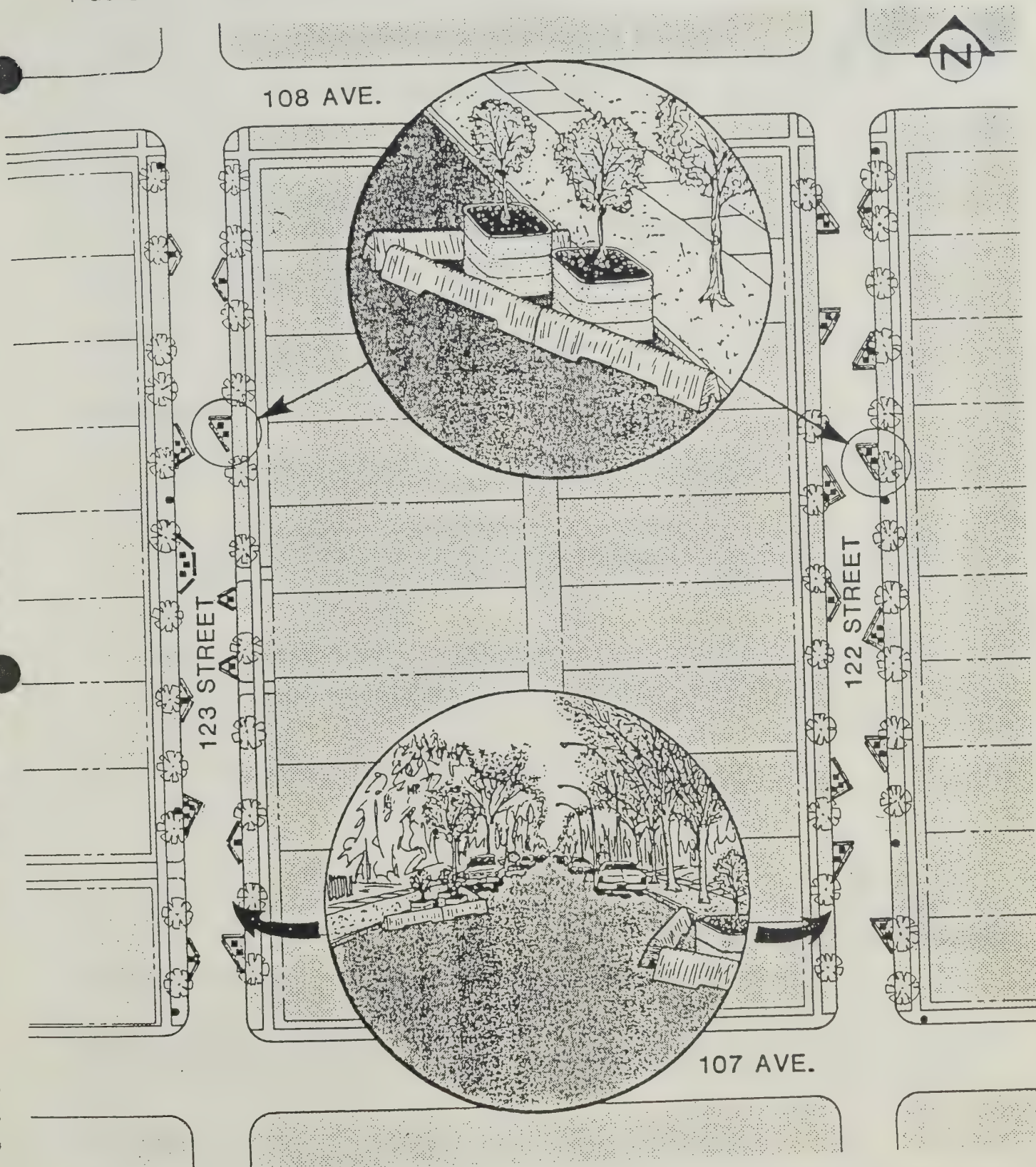
The residents suggested various means to reduce through traffic in the neighbourhood, such as one-way streets, turn prohibitions, street closures, etc. However, because of the unusual street pattern in this neighbourhood (only one means of access from King Street; one access from Nash; two accesses from Queenston and four accesses from Centennial) such measures would result in circuitous access for residents and the transfer of local residential traffic to other streets within the neighbourhood. In fact, several years ago, an experimental street closure was implemented in this neighbourhood, but because of vigorous complaints by residents of other streets in the neighbourhood where the volumes increased, the experiment was cancelled.

After reviewing the matter, and in consultation with Alderman Dominic Agostino, the Traffic Department recommends conducting an experiment with the use of "woonerfs". A woonerf is an obstruction which is placed in the roadway which narrows the travelled portion of the roadway and which creates some discontinuity in the path of traffic by bending the alignment of street, and by forcing motorists to slow down considerably which makes the route less attractive to through motorists. The woonerf originated in Holland and is used throughout Europe in older cities. The device may succeed in diverting through traffic out of the middle of this neighbourhood. Local residential traffic would still be permitted to drive on the street and would not be diverted to other local residential streets.

A telephone survey has been conducted, but we have not found any other Ontario Cities which use this device at this time. However, woonerfs are in use in the City of Edmonton, and have been quite successful in reducing the speed and volume of traffic. Edmonton studies indicated that daily traffic volumes on two streets where woonerfs were installed were reduced by 36% and 29%. The vehicular speeds were reduced from 50 km/h to 35 km/h on the streets. Attached to this report is a sketch of such a proposal which was used in the City of Edmonton.

Preliminary discussions have been held with the Regional Engineering and the Public Works Departments and both Departments have agreed to pavement narrowing at 8 or 9 locations on Owen Place. Therefore, if the residents of Owen wish to proceed with an experiment regarding the use of woonerfs, the Traffic Department would recommend a twelve-month trial at an estimated installation cost of \$21,000. If successful, the permanent installation would be in the order of \$50,000.

In summary, in an effort to reduce the through traffic volumes on Owen Place, the Traffic Department recommends a 12-month experiment with the use of woonerfs. Because of the unusual and experimental nature of the proposal and the fact that the experiment might be very controversial, the Traffic Department requests permission to hold a public meeting, with Alderman Agostino, to determine if the residents wish to proceed with such an experiment. The Traffic Department would then report back on the results of the public meeting and on whether or not the residents wish to proceed with the experiment, as well as with the details on the experimental implementation.



### LEGEND

- LIGHT STANDARD
- BOX PLANTER
- ✿ EXISTING TREE
- CONCRETE BARRIER





11121

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 02

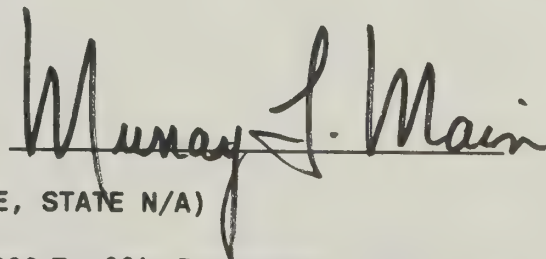
REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Ray Street South between Jackson Street West and Canada Street -  
parking regulations. (TEC-100-90)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Ray Street South between Jackson Street West and Canada Street; and
- b) That the Director of Traffic Services be authorized to initially issue one parking permit to eligible applicants residing in numbers 82, 84, 86, and 98 Ray Street, and two parking permits to the eligible resident at No. 85 Ray Street South; and
- c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come, first served basis provided that the maximum of seven permits is not exceeded; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

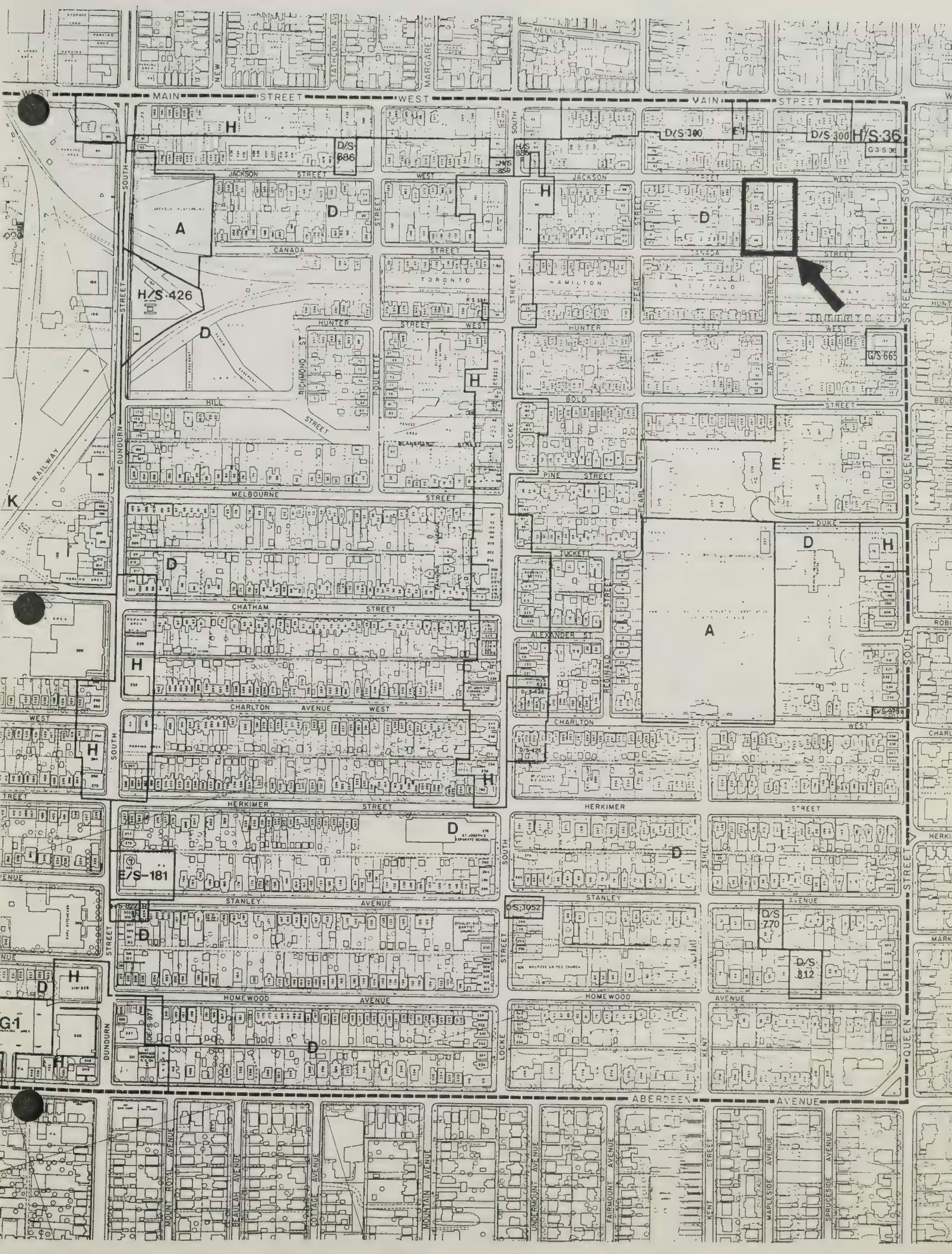
There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of seven of the nine one, two, and three family dwellings on Ray Street South between Jackson Street West and Canada Street, requesting that a "Permit Parking" regulation be implemented on this section of street. Presently, there is a "Three Hour Parking Time Limit" regulation on the east side of the street in this area and parking is prohibited on the west side.



The Traffic Department has contacted the two residents who did not sign the petition. One resident is in favour and the other is opposed to the proposed regulation. A total of six permits would be required by the abutting residents. An investigation has revealed that there is a total of seven legal on-street parking spaces on the east side of the street in this area. Therefore, since 89 percent of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.







FOR ACTION

11(b)

REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

DATE: 1990 March 1  
COMM FILE: 3-9.2  
DEPT FILE: TEC-52-90

SUBJECT: Princess Street between Earl Street and Sherman Avenue -  
Parking Regulations

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on both sides of Princess Street between Earl Street and Sherman Avenue; and
- b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the 14 residential properties abutting the block and any additional permits (to a maximum of 20) on a first come first served basis; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the charge of \$1.00 per month for a parking permit will off-set the cost to some degree.

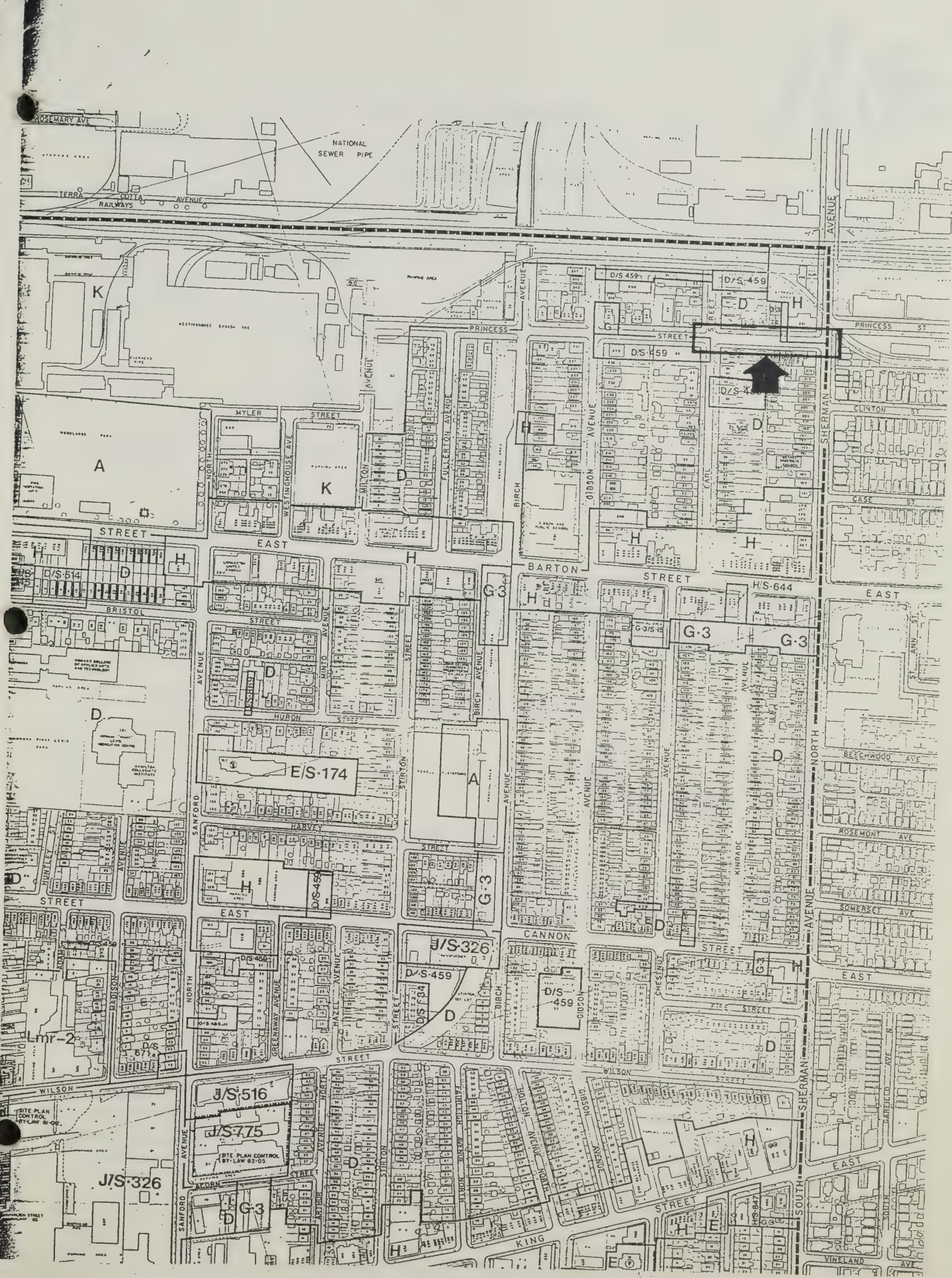
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 11 of the 14 one, two and three family dwellings abutting Princess between Earl and Sherman requesting that a "Permit Parking" regulation be implemented on this section of street. All eleven residents are in favour of the proposed regulation. Presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department has contacted the three residents who did not sign the petition. One resident is in favour and two are opposed to the proposed regulation. A total of 13 permits would be required by the abutting residents. An investigation has revealed that there is a total of 20 legal on-street parking



spaces on the north and south sides of the street in this area. Therefore, since 86% of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.







**CITY OF HAMILTON**

11(c)

**- RECOMMENDATION -**

DATE: 1990 June 5

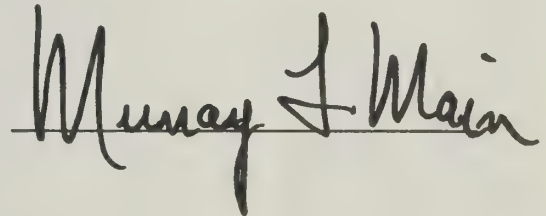
REPORT TO: J. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: East side of MacNab Street North between Mulberry and Colbourne Streets -  
Parking Regulations. [TEC-133-90]

**RECOMMENDATION:**

- a) That the existing "Two Hour Parking Time Limit, 7:00 a.m. to 5:00 p.m., Monday to Saturday" regulation on the east side of MacNab Street North between Mulberry and Colbourne Streets be changed to a "30 Minute Parking Time Limit, 7:00 a.m. to 5:00 p.m., Monday to Saturday" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, a \$2.00 per month fee for each time limit exemption permit offsets the cost to some degree.

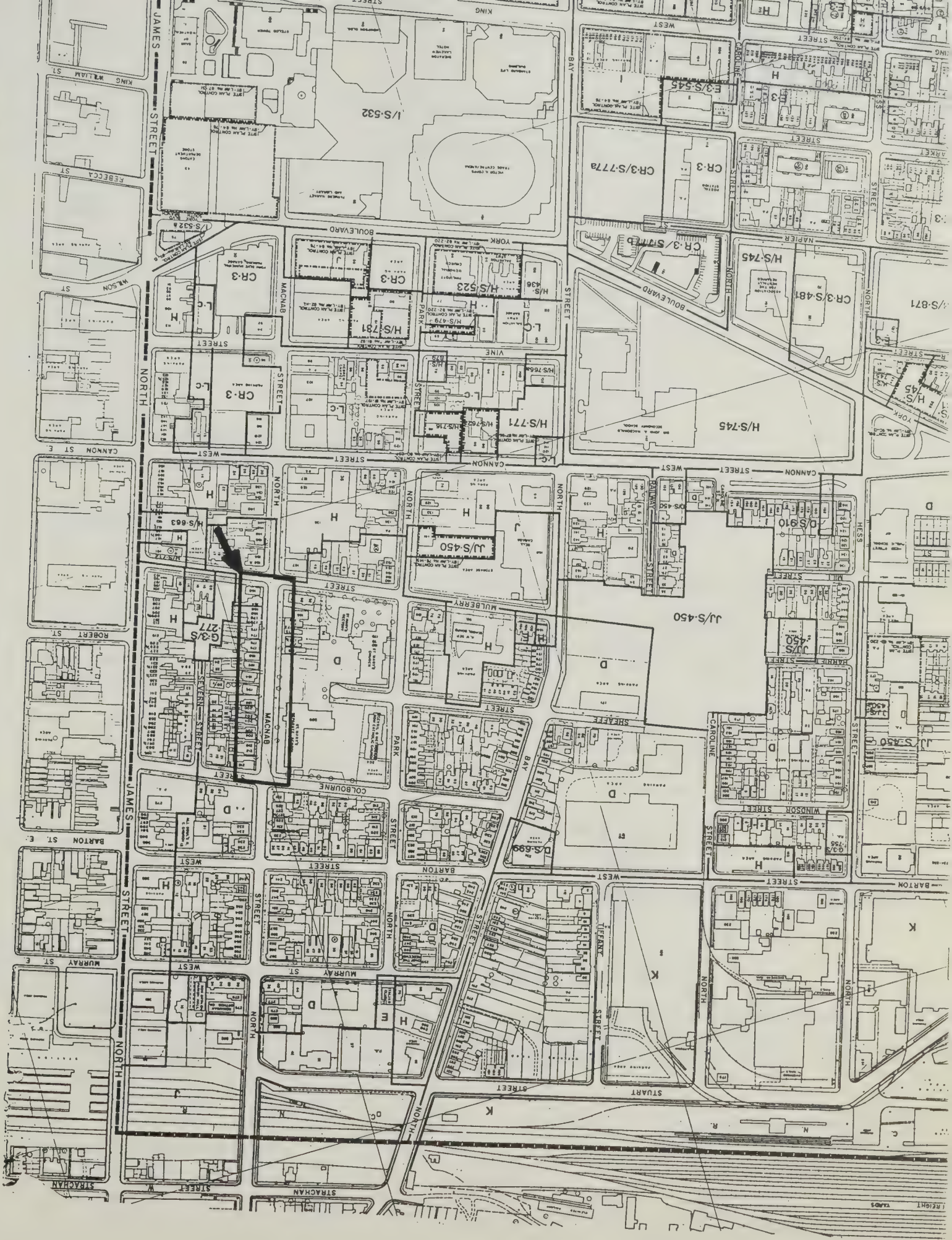
**BACKGROUND:**

Alderman Vince Agro has written to the Traffic Department on several occasions respecting non-resident long-term parking on MacNab Street in the block between Mulberry and Colbourne Streets. Presently, parking is prohibited on the west side and there is a "Two Hour Parking Time Limit, 7:00 a.m. to 5:00 p.m., Monday to Saturday" regulation on the east side of the street. However, the "Two Hour Parking Time Limit" is not always effective in controlling long-term non-resident parking, since in many cases, the non-resident can return to the vehicle at least once in a two hour period to move the vehicle. Therefore, Alderman Vince



Agro has requested that a "30-Minute Parking Time Limit" regulation be implemented in this block to further eliminate non-resident long-term parking.

Past practice of the Transport and Environment Committee has been to consider the opinions of a majority of the abutting residents when considering changes to parking regulations on local residential streets. However, since the Ward Alderman has advised that he wishes to initiate a "30-Minute Parking Time Limit" regulation in this block, the Traffic Department does not object to this request.







11(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 June 05

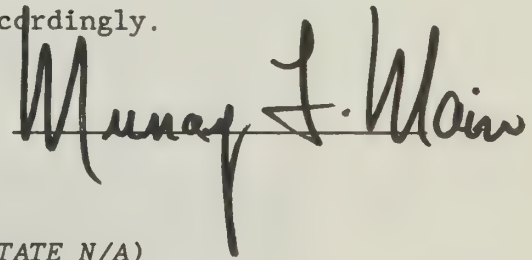
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Grant Avenue between Alanson Street and the south end -  
Parking Regulations (TEC-123-90)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on both sides of Grant Avenue from the north curb line of Alanson Street to the south end; and
- b) That the Director of Traffic Services be authorized to initially issue one parking permit to eligible residents residing in Nos. 194, 205, 209, 213 and 217 Grant Avenue and two parking permits to the eligible residents residing in Nos. 190 and 192 Grant Avenue; and
- c) That in the future, if parking permits become available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block on a first come first served basis, provided that the maximum number of nine permits is not exceeded; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However the \$12.00 per year cost of each parking permit will off-set the cost to some degree.



BACKGROUND:

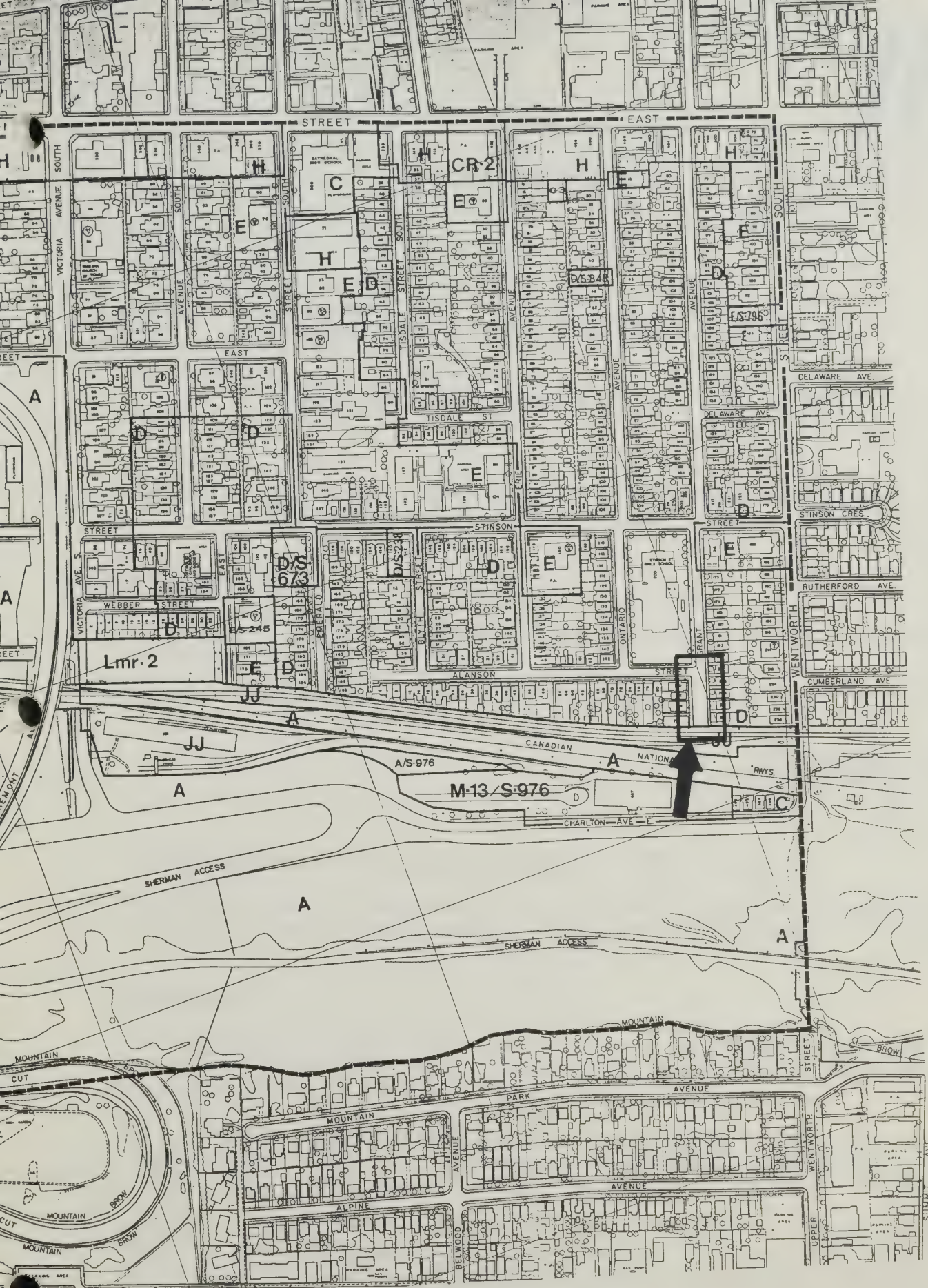
The Traffic Department has received a petition signed by representatives of all eight one, two and three family dwellings abutting Grant Avenue between Alanson Street and the south end, requesting that a "Permit Parking" regulation be implemented on both sides of the street in this area.

Grant Avenue has a 44 foot pavement width in this area, and presently, there is unrestricted free parking on both sides of the street.

An investigation has revealed that there are nine legal on-street parking spaces on the street in this area. It was indicated on the petition that 12 permits would be required by the abutting residents. However, three residents have since contacted the Traffic Department advising that they would each reduce the number of permits requested by one.

Mr. Graham Manning, owner of Binkley Toys, 196 Grant Avenue has advised that he is opposed to the proposed regulation, since two of his employees would have no place to park on the street, and there is no off-street parking on the private property. However, there is unrestricted free parking on the south side of Alanson approximately 100 feet to the north of Mr. Manning's business where these employees could park their vehicles.

The implementation of the proposed regulation would eliminate non-resident parking entirely, and eligible abutting residents would be entitled to purchase permits at a cost of \$12.00 per year in order to allow them to park their vehicles in the "Permit Parking" area. Therefore, since 100% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.







CITY OF HAMILTON  
- RECOMMENDATION -

11(e)

DATE: 1990 June 05

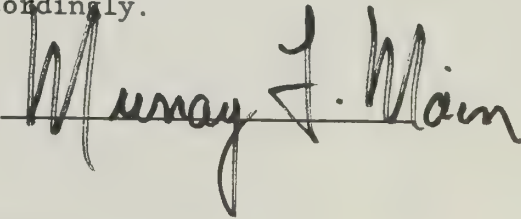
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: West side of Emerson Street between Holmes Avenue and Whitney Avenue -  
Parking Regulations (TEC-130-90)

RECOMMENDATION:

- a) That parking be prohibited on the west side of Emerson Street between Holmes Avenue and Whitney Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss recently requested that a representative of the Traffic Department contact Mr. Lokken 166 Emerson Street to discuss his concerns regarding parking on Emerson Street.

Mr. Lokken has requested that parking be prohibited on west side of Emerson between Holmes and Whitney. Emerson has a 33 foot pavement width in this area and presently, there is unrestricted free parking on both sides of the street.

The Traffic Department contacted representatives of three of the four one, two and three family dwellings abutting the west side of this section of street and all three residents are in favour of the requested regulation. Therefore, since 75% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



The implementation of the proposed regulation would result in a loss of approximately three legal on-street parking spaces. However, the Traffic Department does not anticipate any parking difficulties for other area residents since all residents in this area have driveways and since parking would still be permitted on the east side of the street.









11 (f)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 31

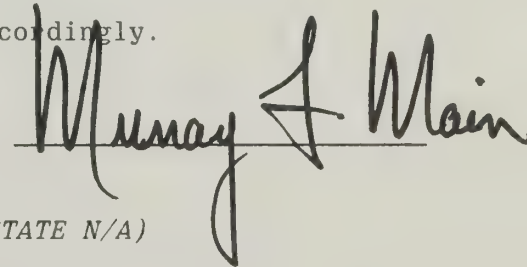
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Ivon Avenue between Melvin Avenue and Britannia Avenue -  
Parking Regulations (TEC-127-90)

RECOMMENDATION:

- a) That the existing "Alternate Side Parking" regulation on Ivon Avenue between Melvin Avenue and Britannia Avenue be removed; and
- b) That parking be prohibited on the west side of Ivon Avenue between Melvin Avenue and Britannia; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

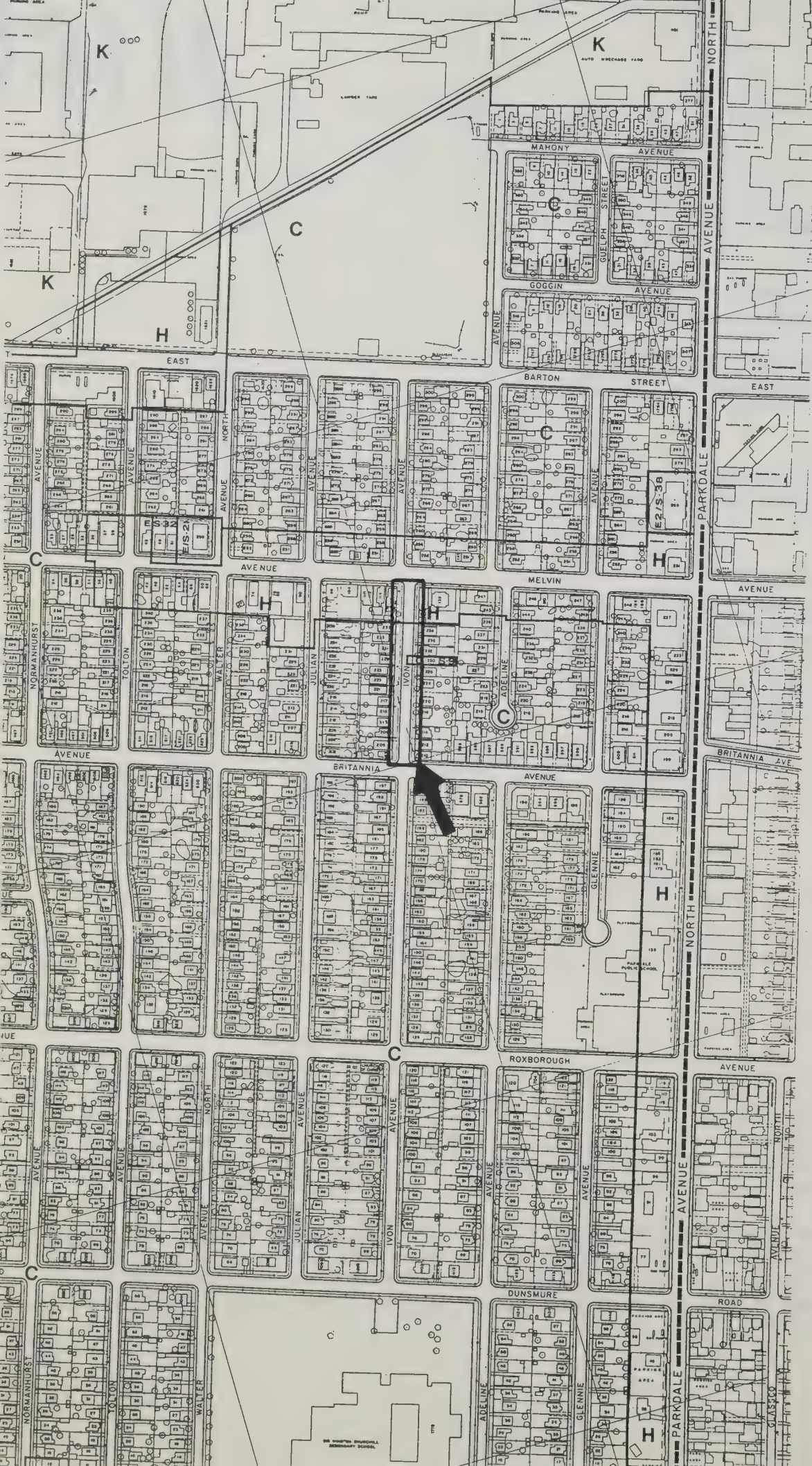
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 20 of the 27 one, two and three family dwellings abutting Ivon between Melvin and Britannia, requesting that the existing "Alternate Side Parking" regulation be removed and a full-time parking prohibition be implemented on the west side of the street in order to maximize the number of legal on-street parking spaces. Nineteen residents are in favour of the proposed regulation and one is opposed.

An investigation has revealed that there are approximately five more parking spaces on the east side than there are on the west side of the street in this block. Therefore, since 70% of the abutting residents are in favour of the proposed changes to the existing parking regulations, the Traffic Department supports the request.





11(9)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 30

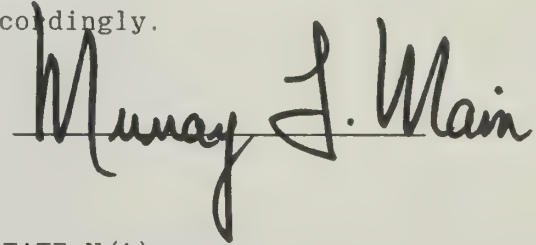
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Jackson Street West between Poulette Street and the west end -  
Parking Regulations (TEC-122-90)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Jackson Street West between Poulette Street and the west end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 23 of the 38 one, two and three family dwellings abutting Jackson between Poulette and the west end, requesting that a "One Hour Parking Time Limit; 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on their street to eliminate long-term non-resident parking associated with businesses in the area. All 23 residents who signed the petition are in favour of the proposed regulation.

Jackson Street has a 24-foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street in this area.



The Traffic Department has contacted four of the residents who did not sign the petition, two are in favour and two are opposed to the proposed regulation. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per year to exempt their vehicles from the signed time limit. Therefore, since 66% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.









11(h)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 May 23

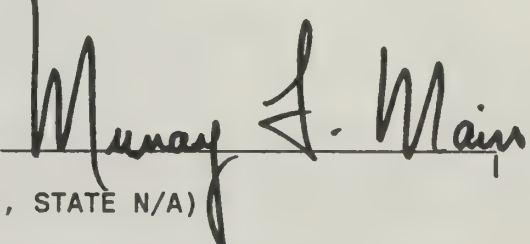
**REPORT TO:** Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** South side of Fennell Avenue East, east of High Street - parking regulations. (TEC-117-90)

**RECOMMENDATION:**

- a) That parking be prohibited on the south side of Fennell Avenue East commencing at a point 52 feet east of High Street and extending to a point 36 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available in the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The Traffic Department has received a request from a resident of the apartment building at 1200 Fennell Avenue East, requesting that a "No Parking" regulation be implemented on the south side of Fennell directly in front of the main doors, to accommodate loading and unloading of elderly and handicapped residents of this apartment building. The owner of this apartment building was contacted and concurs with the requested regulation.

The implementation of the requested regulation would result in a loss of only two legal parking spaces in front of this apartment building. However, the Traffic Department would not anticipate any parking problems resulting since off-street parking is provided for this apartment building and since Fennell Avenue is a "Through Street" such that parking during the day is only a matter of convenience. Therefore, since there is generally a need for a loading area for pick-ups and drop-offs in front of apartment buildings, the Traffic Department concurs with this request.

Dalewood Crescent has a 24 foot pavement width, and presently, parking is prohibited on the east side and there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side except for a 27 foot "No Stopping" corner clearance immediately south of Sterling.

A site investigation has revealed that the existing corner clearance is adequate to provide good visibility at the intersection. However, since the requested extension of the corner clearance would be in front of and across from only the applicant's homes and since this would be consistent with the Traffic Department policy of supporting the removal of parking from one side of streets with pavement widths of 28 feet or less, the Traffic Department has no objection to this request.

The implementation of the proposed regulation would result in a loss of four legal on-street parking spaces. However, casual observations have revealed that the street is lightly parked during the day and all homes in this block have driveways. Therefore, the proposed regulation should not create any parking difficulties for other area residents.









133	17	13
49	116	137
50	53	86

This is not a Legal Document  
For Zoning Verification Please  
Contact City Building Department.

CITY OF HAMILTON

**ROLS**

**ZON**

Neighbourhood Boundary  
 Zoning Boundary.

Prepared for The City of Hamilton  
by the Planning and Development Department  
of The Regional Municipality of Hamilton Wentworth

0  
SCALE 50m

PLANNING  
UNIT NO.  
**7103**

JUNE

11(K)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 June 6

REPORT TO: J. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: West side of East 19th Street, north of Fennell Avenue East - Corner Clearance.  
[TEC-134-90]

#### RECOMMENDATION:

- a) That stopping be prohibited on the west side of East 19th Street between Fennell Avenue and a point 111 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

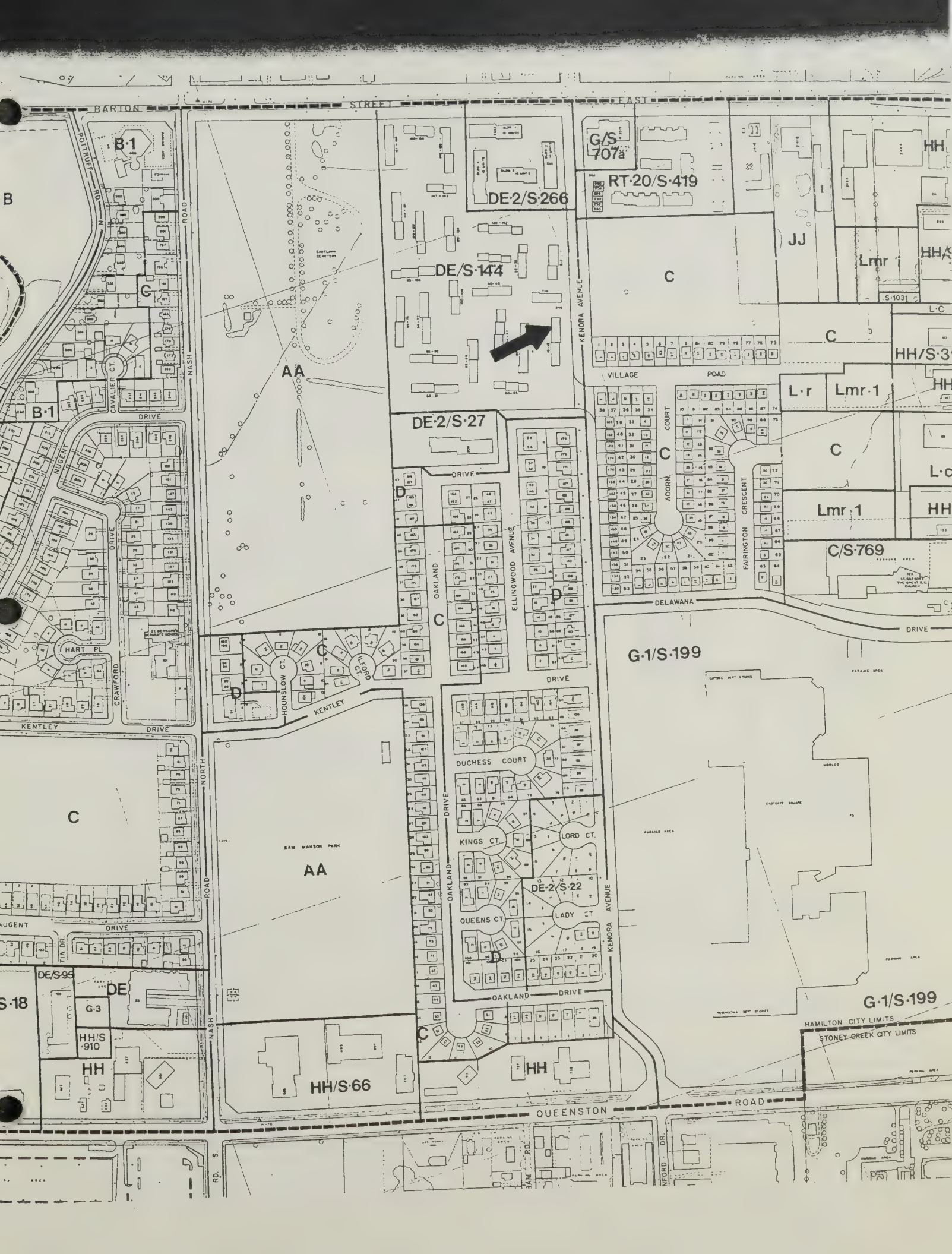
#### BACKGROUND:

Representatives of the Traffic Department recently met with Aldermen Merling and Gallagher and the residents of no. 437 Fennell Avenue East, regarding problems associated with a new pizza restaurant at the north-east corner of Fennell and East 19th. One of the concerns is congestion on East 19th Street, immediately north of Fennell, created by motorists entering and exiting the restaurant and the residents have requested "No Stopping" signs on the west side of the street along the flankage of their property. Presently, parking is permitted on both sides of this 24-foot wide street.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this, and therefore, concurs with the request for a corner clearance on the west side of the street along the flankage of no. 437 Fennell Avenue East. The proposed regulation will result in a loss of three on-street parking spaces. However, since the restaurant and all other residences in the block have off-street parking provided and since parking would still be permitted on both sides of the street for the remainder of the block, the Traffic Department would not anticipate any parking problems resulting.

provide adequate off-street parking for their tenants and parking would still be permitted for the remainder of the west side of the street. The property managers of the two townhouses have advised that they support the proposed driveway clearances.





BARTON STREET

STREET

EAST

B-1

DE-2/S-266

G/S-707a

RT-20/S-419

DE/S-144

JJ

Lmr.1

HH

HH

HH/S-3

C

C

L-C

HH

L-C

HH

HH

Lmr.1

C

Lmr.1

C/S-769

DE-2/S-27

G-1/S-199

AA

DE-2/S-22

HH/S-66

HH

G-1/S-199

HAMILTON CITY LIMITS  
STONEY CREEK CITY LIMITS

QUEENSTON ROAD

RD. S.

RD. S.





// (m)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 24

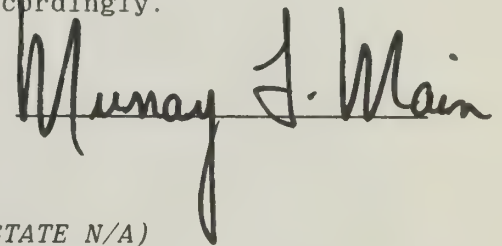
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: North side of Vansitmart Avenue west of Division Street -  
Corner Clearance (TEC-111-90)

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the north side of Vansitmart Avenue commencing at Division Street and extending to a point 70 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Diane Bryk, 70 Division Street, that a corner clearance be implemented on the north side of Vansitmart, west of Division in order to improve visibility at the intersection.

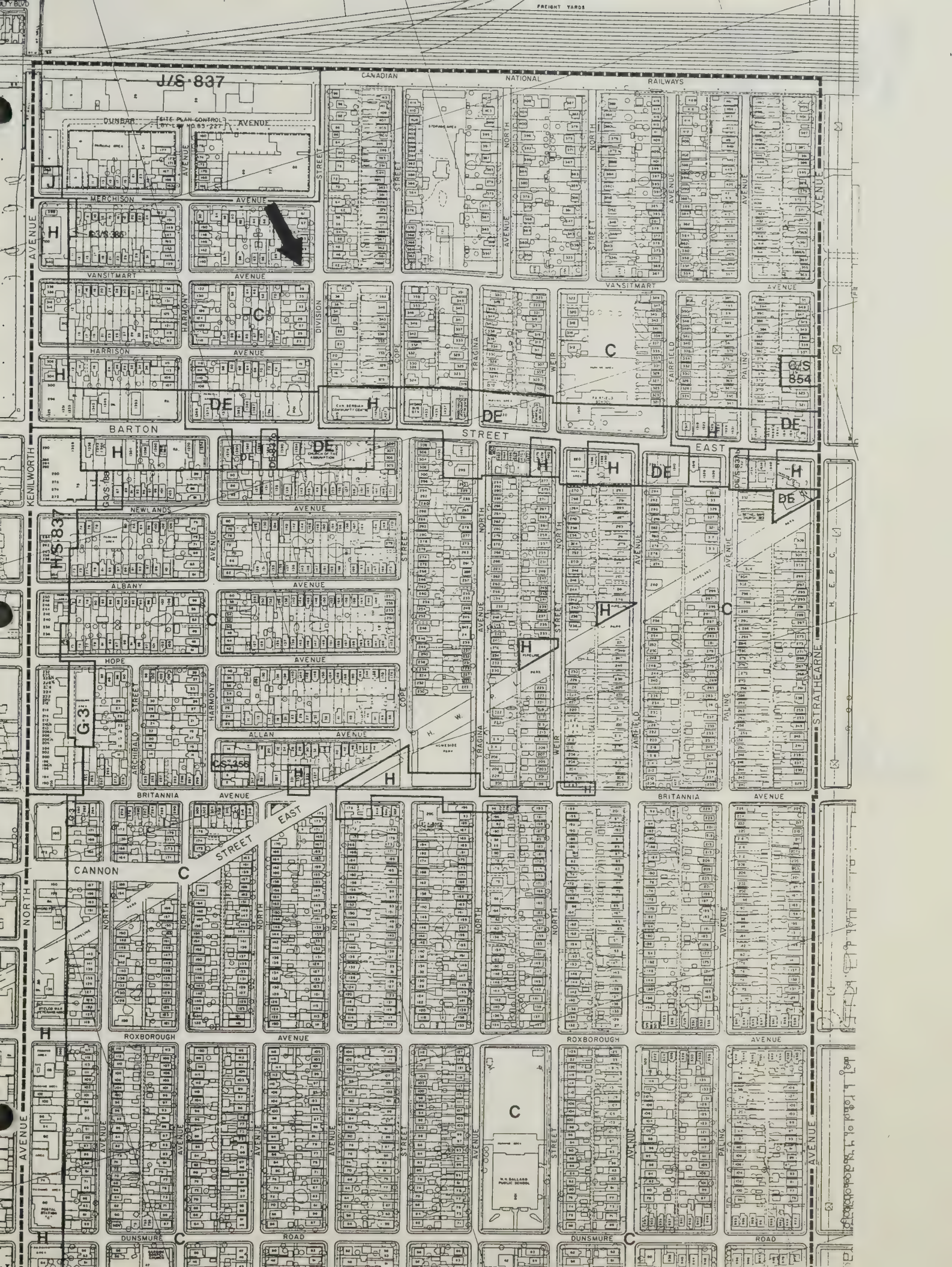
Vansitmart has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street in this area.

A site investigation has confirmed that visibility is obstructed to some degree by parked vehicles at the north-west corner. A review of the collision record has indicated that there have been six reported collisions at this intersection in the past four years and five of these collisions involved southbound motorists who stopped for the stop sign on Division but failed to yield the right-of-way

to eastbound motorists on Vansitmart. Although the Police reports did not indicate that visibility was a contributing factor, the implementation of a corner clearance will no doubt improve the situation. Therefore, the Traffic Department concurs with the request.

The implementation of this corner clearance would result in a loss of only two legal on-street parking spaces and the Traffic Department would not anticipate any parking difficulties resulting since parking would still be permitted on the north side for the remainder of the street in this area.









11(n)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 30

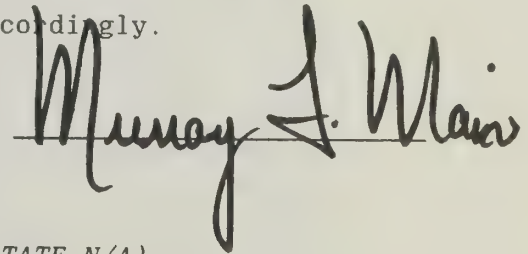
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: No. 121 Grosvenor Avenue North - Request for a Reserved Permit  
Parking Space for a Handicapped Resident (TEC-125-90)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Grosvenor Avenue North commencing at a point 300 feet north of Dunsmure Road and extending to a point 20 feet northerly therefrom, and on the east side of Grosvenor Avenue North commencing at a point 298 feet north of Dunsmure Road and extending to a point 20 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Arlene Newsham, 121 Grosvenor Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year cost of the permit will off-set the cost to some degree.

BACKGROUND:

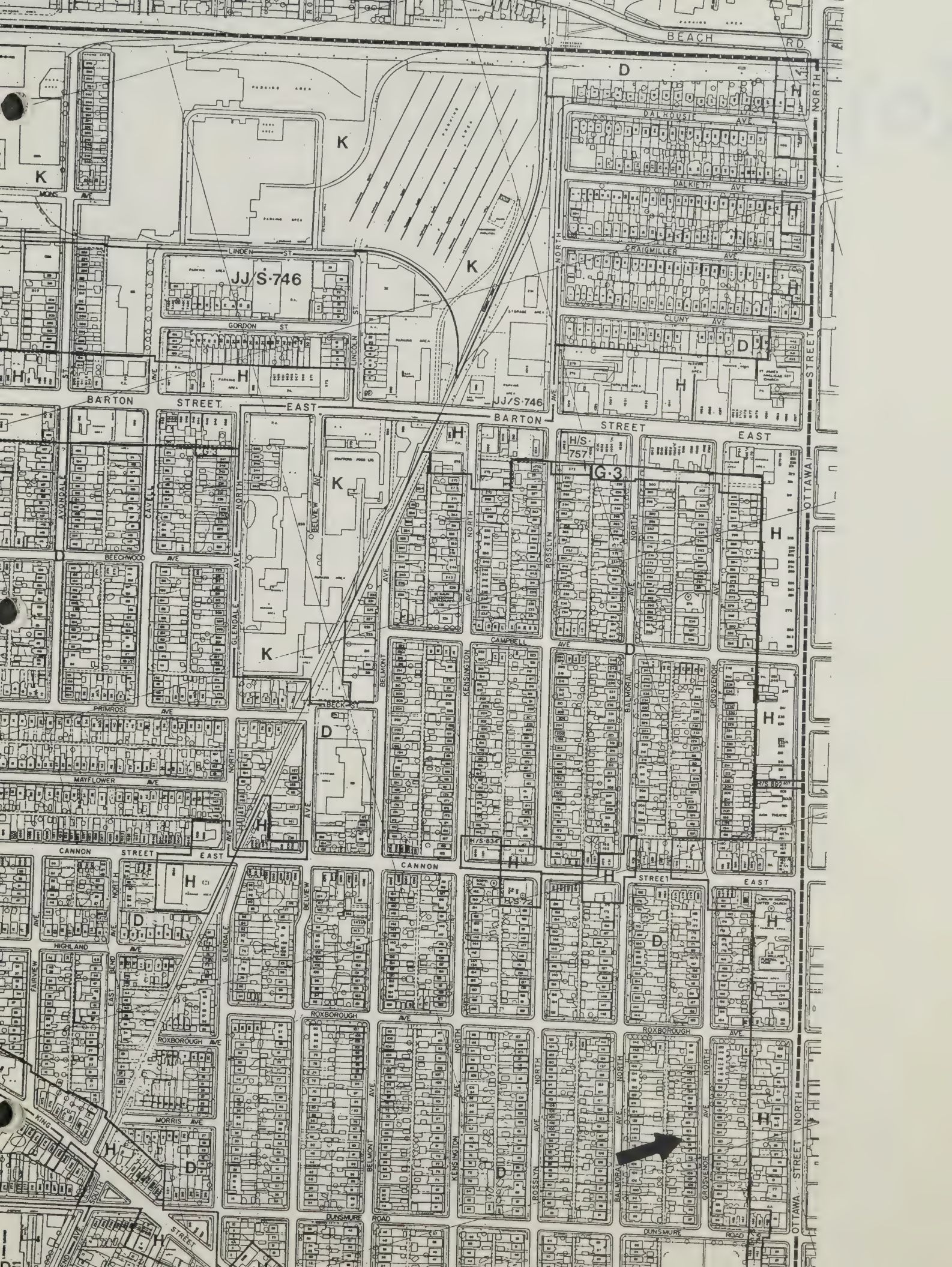
The Traffic Department has received a request from Mrs. Arlene Newsham, 121 Grosvenor Avenue North, that a reserved "Permit Parking" space be designated on the street in front of her home, since her husband is handicapped. Presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, in accordance with the City Council directive, one reserved parking space must be designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. The resident at No. 120



Grosvenor Avenue has contacted the Traffic Department to advise that he has no objection to having the necessary signs erected in front of his property.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Newsham possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.









11(0)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 22

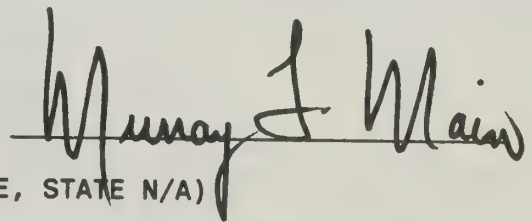
REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: No. 172 Picton Street East - request for reserved permit parking space for a handicapped resident. (TEC-115-90)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Picton Street, commencing at a point 113 feet west of Ferguson Avenue North and extending to a point 20 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Hugh Labelle, 172 Picton Street East; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. H. Labelle, 172 Picton Street East, that a reserved permit parking space be designated on the street in front of his home since he is handicapped. Presently, there is unrestricted free parking on both sides of Picton Street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Labelle posses a valid handicapped permit and investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.





12/21

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 June 01

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Bobolink Road and Goldfinch Road -  
Intersection Control (TEC-129-90)

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Bobolink Road and Goldfinch Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

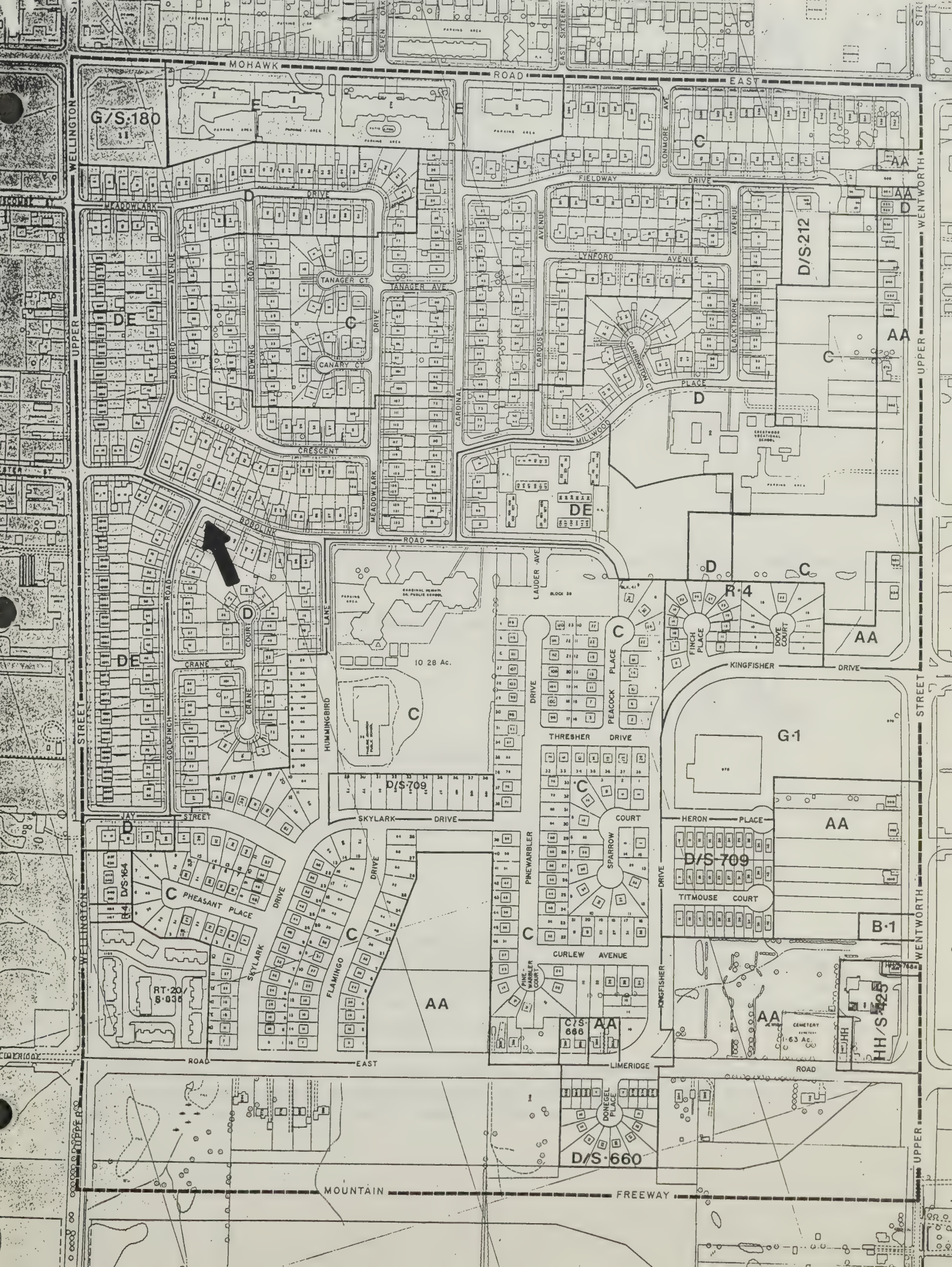
The Traffic Department has received a request from Mr. Peter McCarroll, Principal of Cardinal Heights Public School, that three-way stop control be implemented at the intersection of Bobolink and Goldfinch.

The subject intersection is a "T" type intersection, and presently, eastbound and westbound traffic on Bobolink is required to stop for northbound traffic on Goldfinch. Traffic Department records indicate that there have been no reported collisions at the intersection in at least the last seven years. Thus, the intersection is operating safely.

The intersection control at this location has been discussed by the Transport and Environment Committee of the City Council on at least two occasions in recent years, and it has been concluded that the present control is appropriate for this location. However, although there has not been a documented collision problem



at this location, experience with attempting to stop motorists on the through roadway at a "T" intersection has been unfavourable. Therefore, because of the close proximity to Cardinal Heights School, the Traffic Department concurs with the request for three-way stop control at this location.







CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 June 5

REPORT TO: J. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of West 25th Street and Leslie Avenue - Intersection Control.  
[TEC-132-90]

RECOMMENDATION:

- a) That four-way stop control be implemented at the intersection of West 25th Street and Leslie Avenue;  
and
- b) That the City Traffic By-law 89-72 be amended accordingly.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Tom Murray has advised of a request by Ms. O Augstman, 25 Price Avenue, that four-way stop control be implemented at the intersection of West 25th Street and Leslie Avenue. The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Leslie is required to stop for northbound and southbound traffic on West 25th. The intersection is located adjacent to the rear of Chedoke Public School and immediately adjacent to Chedoke Park.

A representative of the Culture and Recreation Department has confirmed that there will be a somewhat elaborate playground equipment package installed immediately adjacent to the intersection in late June or early July of this year, such that a significant number of children might cross at the intersection of West 25th and Leslie.

It is concluded that because of the proximity to Chedoke Public School and the intensified use of the adjacent park, and the fact that there is a stretch of approximately 1,400 feet with no stops on West 25th between Bendamere and Price, four-way stop control would be appropriate for this intersection. Therefore, the Traffic Department concurs with this request.









12(c)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 22

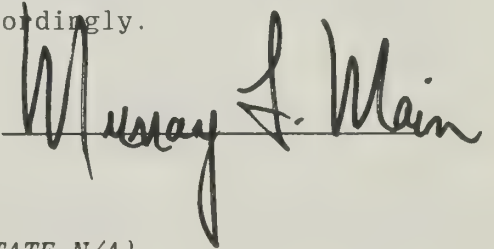
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Templemead Drive and Tudor Street -  
Intersection Control (TEC-114-90)

RECOMMENDATION:

- a) That southbound traffic on Tudor Street be required to stop for eastbound and westbound traffic on Templemead Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

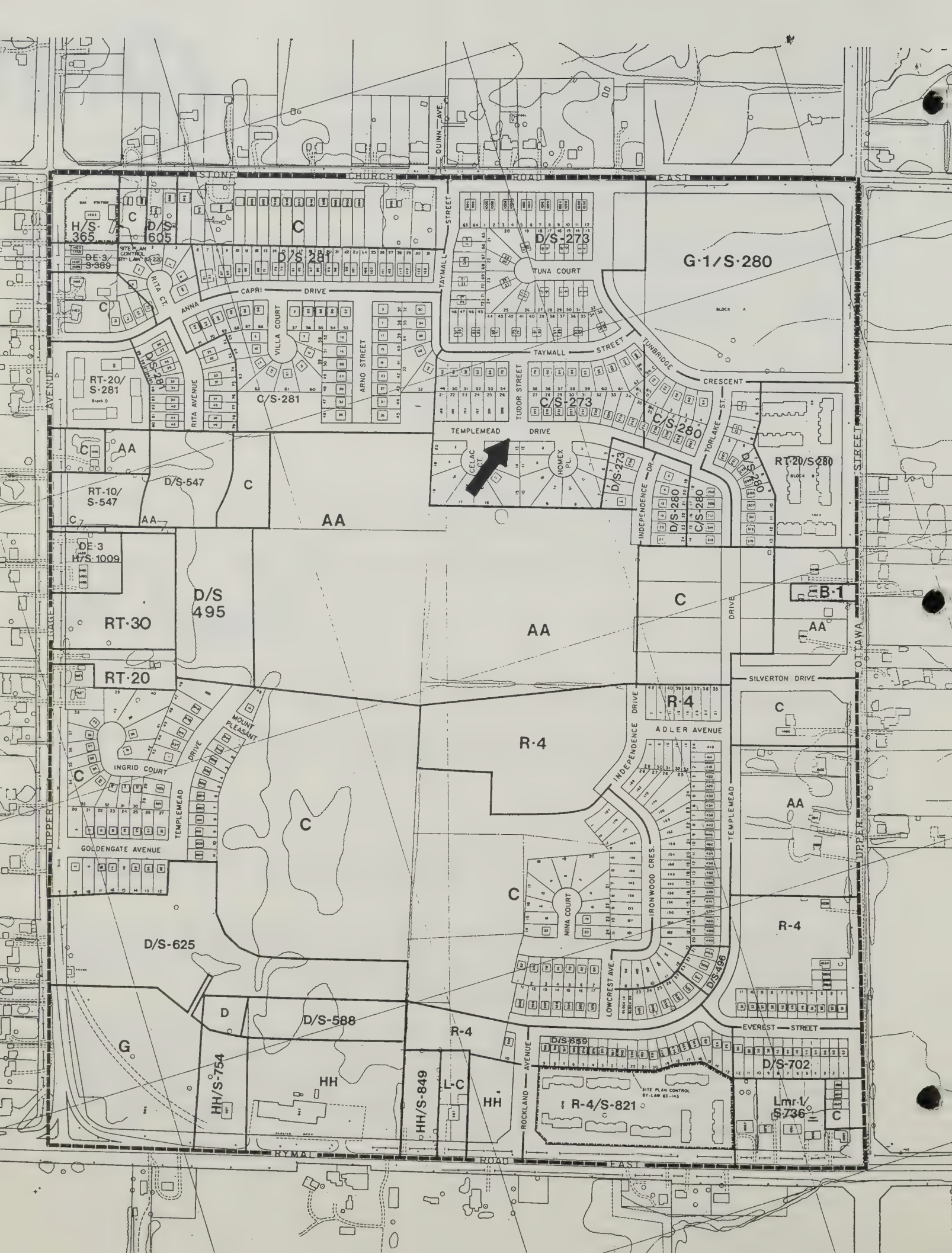
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Peter Salemi, 197 Templemead Drive, that three-way stop control be implemented at the intersection of Templemead and Tudor.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection in the past eight years. Thus, the intersection is operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at the intersection of Tudor and Templemead at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Tudor would be required to stop for eastbound and westbound traffic on Templemead.





12(d)

CITY OF HAMILTON  
— RECOMMENDATION —

DATE: 1990 May 31

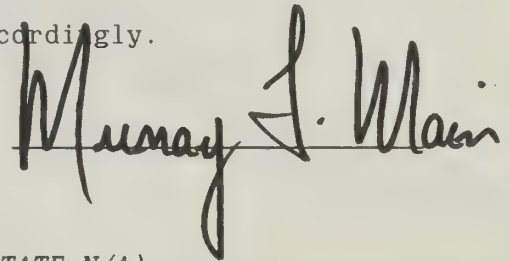
REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Broadway Avenue and Ward Avenue - Intersection Control/Corner Clearance (TEC-121-90)

RECOMMENDATION:

- a) That the existing direction of stop control at the intersection of Broadway Avenue and Ward Avenue be switched such that northbound and southbound traffic on Broadway Avenue would be required to stop for eastbound and westbound traffic on Ward Avenue; and
- b) That stopping be prohibited on the south side of Ward Avenue commencing at Broadway Avenue and extending to a point 130 feet westerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mr. Gordon Aglor, 113 Emerson Street, that four-way stop control be implemented at the intersection of Broadway and Ward.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Ward is required to stop for northbound and southbound traffic on Broadway. Traffic Department records indicate that the intersection has experienced an average of only 0.29 collisions per year over the past seven years. This is a good collision rate for this type of intersection. Also, none

of the criteria respecting the use of all-direction stop control at intersections are met. For these reasons, the Traffic Department does not support the request that four-way stop control be implemented at this intersection.

Notwithstanding, a review of the present stop control pattern in this area has revealed that switching the direction of the existing two-way stop control at Ward and Broadway, from eastbound and westbound on Ward to northbound and southbound on Broadway, would be beneficial to the pattern of stop control on both of these streets. Presently, there is a mailbox on the southwest corner which would obstruct visibility. However, a representative of Postal Station "E" has agreed to relocate this mailbox such that visibility would not be obstructed. Therefore, the Traffic Department recommends that the direction of stop control be switched, and Alderman Terry Cooke has advised that he concurs with the recommendation.

Also, a site investigation has revealed that parked vehicles on the south side of Ward west of Broadway obstruct visibility for northbound motorists on Broadway attempting to enter the intersection. Therefore, the Traffic Department also recommends that stopping be prohibited on the south side of Ward, west of Broadway. Presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area. The implementation of the proposed regulation would result in a loss of five legal on-street parking spaces. However, all residents in this area have driveways and parking would still be permitted on both sides of the street for the remainder of the block.









12(re)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 June 11

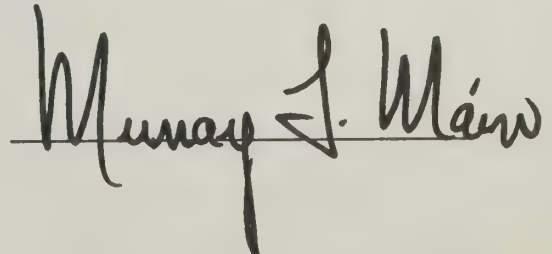
**REPORT TO:** J. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Intersection of Glendale Avenue North and Primrose Avenue - Intersection Control.  
[TEC-136-90]

**RECOMMENDATION:**

- a) That the direction of stop control at the intersection of Glendale Avenue North and Primrose Avenue be switched, such that northbound and southbound traffic on Glendale Avenue would be required to stop for eastbound and westbound traffic on Primrose Avenue; and
- b) That the existing "No Stopping" corner clearances on both sides of Glendale Avenue, north and south of Primrose Avenue be rescinded; and
- c) That a "No Stopping" corner clearance be implemented on the north side of Primrose Avenue from Glendale Avenue to a point 65 feet westerly; and
- d) That a "No Stopping" corner clearance be implemented on the south side of Primrose Avenue from Glendale Avenue to a point 46 feet westerly therefrom; and
- e) That a "No Stopping" corner clearance be implemented on the north side of Primrose Avenue from Glendale Avenue to a point 60 feet easterly therefrom; and
- f) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

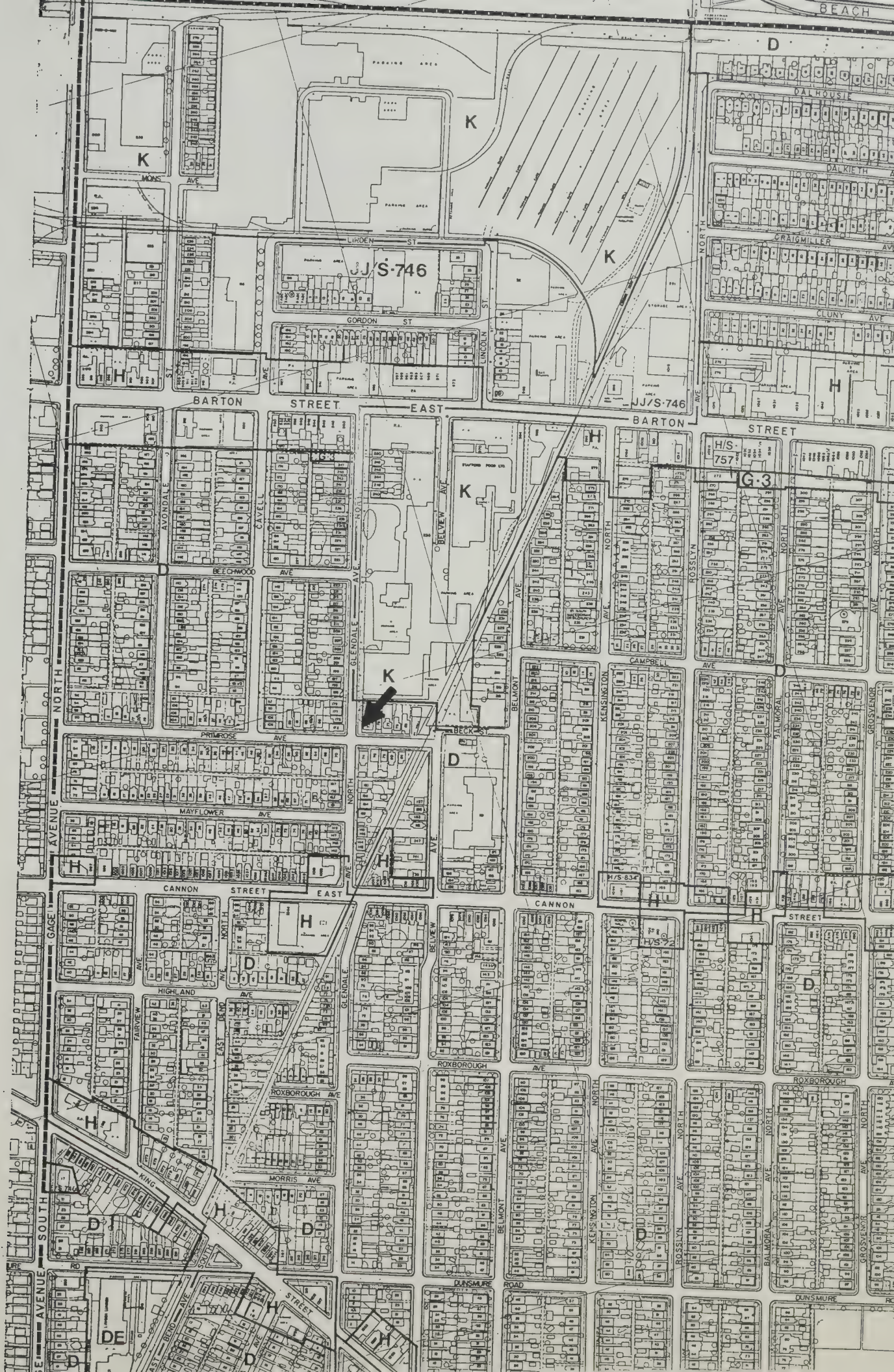
## BACKGROUND:

Alderman Brian Hinkley recently contacted the Traffic Department respecting a request by Mr. A. Bishop, 144 Glendale Avenue North, that stop signs be implemented on Glendale between Cannon and Barton to "slow the traffic down".

Traffic authorities are in agreement that stop signs should be not be used for the purpose of speed control, and the Traffic Department does not support the implementation of stop signs for this purpose. However, since Primrose Avenue is now closed to through traffic at the easterly end, it might be appropriate to remove the east-west stop control at the intersection of Primrose and Glendale and to switch the direction such that northbound and southbound traffic on Glendale would be required to stop at Primrose. Alderman Brian Hinkley has advised that he concurs with this recommendation.

Switching the direction of stop control would also require the implementation of corner clearances on Primrose, west of Glendale, and the existing corner clearances on Glendale could be removed. Switching the location of the corner clearances from Glendale to Primrose to improve visibility at the stop signs will not result in the loss of any additional on-street parking.









K.E. AVERY  
CITY CLERK

J.J. SCHATZ  
DEPUTY CITY CLERK



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OFFICE OF THE CITY CLERK

*2nd floor*  
MRS. J. McANANAMA  
C.E.O. *2nd*

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TEL: 546 2700  
FAX: 546 2095

June 14, 1990

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

Monday, June 18, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

GOVERNMENT DOCUMENTS

J. J. Schatz, Acting Secretary  
Transport and Environment Committee

A G E N D A

DELEGATIONS

- (A) 9:30 a.m. Alderman H. Merling - Delegation  
School Crossing Guard - Upper Gage Avenue/Loconder Drive
- (B) 10:00 a.m. Mr. Martin Ryan - Lloyd's Glass Limited  
Snow Clearing Charges - 413 Victoria Avenue North
- (C) 10:30 a.m. Publicly Advertised - Laneway Closure  
Emerson Street and Hillview Street  
  
Publicly Advertised - Road Closure  
Leaway Avenue

I





1. Approval of the Minutes of the Meetings held April 30 and May 23, 1990
2. CORRESPONDENCE REFERRED FROM CITY COUNCIL
  - (a) City of Woodstock - Policy on the Subject of Impaired Driving
  - (b) Jamesville B.I.A. - Increased Parking Meter Rates
  - (c) County of Wellington - Use of Tire Derived Fuel
  - (d) City of Chatham - Use of Refillable Soft Drink Containers
  - (e) City of Windsor - Anti-Whistling By-laws
  - (f) Canadian Industrial Transportation League - Bill 96 - Length of Vehicles
3. MISS S. WILSON - BOARD OF EDUCATION

Off-street Parking for Teacher/Student Transportation - Norwood School - Information
4. MAYOR R. M. MORROW

Request of F. Tomaszewski - West Park Avenue Drainage
5. DIRECTOR OF PUBLIC WORKS
  - (a) Staff Re-organization - Fleet Services
  - (b) Contractual Services - Claims Adjustment
  - (c) Literacy Courses for Local 5 Employees
6. DIRECTOR OF PROPERTY
  - (a) Increased Costs - Demolition - Public Works Yard
  - (b) Purchase of 848 Upper Wentworth Street (Fieldway Drive)
  - (c) Purchase of 852 Upper Wentworth Street (Fieldway Drive)
  - (d) Purchase of 860 Upper Wentworth Street (Fieldway Drive)





7. CITY SOLICITOR

Garbage Collection Agreements

8. MANAGER OF PURCHASING

Tenders - Supply and Delivery of Top Soils

9. COMMISSIONER OF ENGINEERING

- (a) Temporary Pavement - Dulgaren Street
- (b) Servicing Costs - Various Subdivisions
- (c) Banner Display Application - "Amstel Light"
- (d) Illegal Use of Road Allowance - Belmont Avenue North
- (e) Inadvertent Encroachment Agreements

10. DIRECTOR OF TRAFFIC SERVICES

- (a) Traffic Department Re-organization
- (b) Appointment of By-law Enforcement Officers
- (c) Discharge of Commercial Boulevard Parking Agreement -  
135 - 145 MacNab Street North
- (d) Discharge of Residential Boulevard Parking Agreement -  
579 Catharine Street North
- (e) Time Limit Exemption Permit - 165 Park Row South
- (f) Traffic Conditions - Owen Place



11. PARKING REGULATIONS

- (a) Ray St. South Between Jackson St. West and Canada St. - (Tabled Previous Meeting)
- (b) Princess Street Between Earl St. and Sherman Ave. - (Referred Back)
- (c) MacNab Street North Between Mulberry and Colbourne Streets
- (d) Grant Avenue Between Alanson Street and the South End
- (e) Emerson Street Between Holmes and Whitney Avenues
- (f) Ivon Avenue Between Melvin and Britannia Avenues
- (g) Jackson Street West and Poulette Street and the West End
- (h) Fennell Avenue East, East of High Street
- (i) Dalewood Crescent/Sterling Street - Corner Clearance
- (j) Elkwood Drive/West 5th Street - Corner Clearance
- (k) East 19th Street/Fennell Avenue East - Corner Clearance
- (l) Kenora Avenue - Driveway Clearances
- (m) Vansitmart Avenue/Division Street - Corner Clearance
- (n) Reserved Permit Parking Space - Handicapped - 121 Grosvenor Avenue North
- (o) Reserved Parking Permit Space - Handicapped - 172 Picton Street East

12. INTERSECTION CONTROL

- (a) Bobolink Road and Goldfinch Road - 3-way stop
- (b) West 25th Street/Leslie Avenue - 4-way stop
- (c) Templemead Drive/Tudor Street
- (d) Broadway Avenue/Ward Avenue
- (e) Glendale Avenue North/Primrose Avenue

13. NEW BUSINESS14. ADJOURNMENT





K.E. AVERY  
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J.J. SCHATZ  
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## THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

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SIT6  
BAN/MUNICIPAL  
990

### NOTICE OF MEETING

#### Transport and Environment Committee

Monday, July 23, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

A handwritten signature in dark ink, appearing to read "Tina Agnello".

Tina Agnello, Secretary  
Transport and Environment Committee

### A g e n d a

#### DELEGATIONS

- (A) 10:00 a.m. Alderman V. J. Agro - Delegation  
Crescent Oil Company of Canada Limited
- (B) 11:00 a.m. Alderman D. Agostino and Alderman F. Lombardo - Delegation  
Sanitation Depot - 2418 Barton Street East
- (C) 11:15 a.m. Alderman D. Agostino and Alderman F. Lombardo - Delegation  
Opposing Installation of sidewalks - Grays Road/Lakepoint Place

- 1. Approval of the minutes of the meeting held 1990 June 18.
- 2. Organizational Structure of the Engineering Department
- 3. Director of Property
  - Purchase of part of 106 Fieldway Drive
- 4. Manager of Purchasing
  - a) Purchase: Sign Blanks for 1990 - Traffic Department
  - b) Purchase: Broom Stock - Fleet Services
  - c) Purchase: Heated Air Return System - Fleet Services





5. Commissioner of Engineering

- a) Hotz & Sons Company - Proposed transfer and materials Recovery Station at 245 Lottridge Street in the City of Hamilton
- b) Incorporating certain City lands into Streets By-law
- c) Temporary Street Closures:
  - i) Sidewalk Sale on Summit Drive
  - ii) The Canadian Dairy Bureau Cycling Challenge
- d) Construction of sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue
- e) Replacement of decorative light fixtures on John and Hughson Streets
- f) MacNab Street Curb Reconstruction at York Boulevard

6. Water Pollution Control Federation Conference  
Washington, D.C. - October 7 to 11, 1990 (No Copy)

7. Director of Traffic Services

- a) Discharge of Residential Boulevard Parking Agreement - 80 Somerset Avenue
- b) Locke Street North at Peter and Napier Streets - Request for a School Crossing Guard.
- c) Relocation of School Bus Loading Zone - Northside of Ravenbury Drive in front of Lincoln Alexander School
- d) Truck Routes in the vicinity of Aberdeen and Dundurn Streets
- e) Taxi Stand - East side of East 36th Street, north of Munn Street
- f) Dismatsek Holdings Inc. 190 Locke Street South - Application for Boulevard Parking
- g) Installation of a Traffic Signal, Limeridge Road at St. Jerome's School
- h) North End Children's Centre Inc., 75 Hillyard Street - Wheel Chair ramp and Boulevard Parking Agreement



8. Parking Regulations

- a) East side of Belview Avenue, south of Barton Street East
- b) East side of Upper Sherman Avenue, south of Mountain Park Avenue
- c) Forest Avenue between Wellington Street and Aurora Street
- d) West side of Elora Drive, north of Elmira Drive
- e) Springer Avenue between Maplewood Avenue and Main Street East
- f) Moxley Drive between Gatineau Drive and Rideau Crescent
- g) East side of Hillyard Street between Ship Street and the north end -
- h) Normandy Road between Auburn Avenue and Rodgers Road
- i) Canada Street between Ray Street and Pearl Street
- j) Hummingbird Lane between Skylark Drive and Bobolink Road
- k) West side of James Street North between Burlington Street and Guise Street
- l) Holton Avenue South between Cumberland and the south end
- m) East side of East 43rd Street, between Deer Avenue and Queensdale Avenue East
- n) East side of East 22nd Street, south of Fennell Avenue East
- o) West 35th Street between Bendamere Avenue and the south end
- p) West 33rd Street between Bendamere Avenue and Leslie Avenue
- q) West side of Viewpoint Avenue, south of Mountain Park Avenue - Driveway Clearance
- r) 109 Elgin Street - Request for Reserved Permit Parking Space for a Handicapped Resident
- s) Intersection of Barclay Street and Paisley Avenue and Barclay Street and Newton Avenue - Corner Clearances
- t) Grant Avenue between Stinson Street and Alanson Street - Shortening of Permit
- u) Apartment Building at 115 Strathcona Avenue North - Application for Time Limit Exemption Permit





- v) Apartment Building at 150 Market Street - Application for Time Limit Exemption Permit
- w) Apartment Building at 169 Park Row South - Application for Time Limit Exemption Permit
- x) Hess Street North between Market Street and Napier Street - Parking Permits

9. Intersection Control

- a) Arlington Road and Glendee Road
- b) Arno Street and Anna Capri Drive and Arno Street and Templemead Drive
- c) Atherley Drive and Rexford Drive
- d) Monterey Avenue and Wexford Avenue
- e) Como Drive and Sorrento Place and Como Drive and Torino Drive
- f) Primose Avenue and Cavell Avenue
- g) Carriagegate Drive and Parkplace Drive (Tabled May 23, 1990)
- h) Princip Street and Rexford Drive (Copy to Follow)

10. New Business

11. Adjournment





# TRANSPORT AND ENVIRONMENT COMMITTEE

## OUTSTANDING ITEMS

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Gibson Avenue Parking Regulations	1989 August 21	Ald. D. Drury	Tabled
2. Time Limit Exemption Permit 8 1/2 Ottawa Street North	1989 November 20	Ald. Christopherson	Tabled
3. School Traffic Officer - Lawrence Road	1989 November 20	Ald. D. Agostino	Tabled
4. Road and Sidewalk Prioritization Reconstruction Program	1990 January 22	Mr. E. Gill	Report Pending
5. Reduce Speed Limits in School Areas	1990 January 22	Mr. M. Main	Report Pending
6. Windermere Basin Rehabilitation Project	1990 March 5	Mr. E. M. Gill	Tabled - P r e p a r e Report
7. Vehicular Traffic - Durand Neighbourhood	1990 March 5	Mr. M. Main	Report on Short Term Solutions
8. Railway Safety Regulations	1990 April 2	Mr. E. M. Gill	Report Pending
9. School Crossing Guard - intersection of Upper Gage & Loconder Drive	1990 May 23	Ald. H. Merling	Tabled
10. Parking Regulations - West 1st St. between Monarch Rd. and Wembley	1990 May 23	Ald. T. Murray	Tabled



11. Traffic conditions  
on Owen Place

1990 June 8

Mr. M. Main

Pending  
Traffic report

Dated: July 16, 1990

T. Agnello  
Secretary







A

CITY COUNCIL  
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

RECEIVED

JUN 1 1990

~~C30~~ MAY 1990S

Mr. J. Schatz  
Acting Secretary  
Transport & Environment Committee

Dear Mr. Schatz:

Once again I have been contacted by residents of Railway Street regarding the problems with Crescent Oil.

I would appreciate it if this situation could once again be investigated with a view to resolving this long standing problem.

After a report has been prepared I would appreciate the matter being placed on the agenda of the Transport & Environment Committee with the residents of Railway Street being invited to attend as a delegation.

Please provide me with a status report on this important issue.

Sincerely,

*Vince Agro*  
Vince Agro  
Alderman, Ward 2

VJA:sn

c.c: Alderman H. Merling, Chairman, Transport & Environment Committee  
Members, Transport & Environment Committee  
Alderman Wm. McCulloch  
Mrs. Marianne Pugliese, 31 Railway St., Hamilton, L8R 2R4  
Mrs. Florence Jeffrey, 32 Railway St., Hamilton, L8R 2R3  
Mrs. Mary Rao, 112 Caroline St. N., Hamilton, L8R 2R8

## FOR INFORMATION

REPORT TO: Mr. R. C. Prowse  
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

DATE: 1989 January 18  
COMM FILE:  
DEPT FILE: 88-1005

SUBJECT: Crescent Oil Company of Canada  
136 Cannon Street West, Hamilton

### BACKGROUND:

At the meeting of the Transport & Environment Committee held on 1988 October 17, a delegation appeared before that Committee to advise of problems at Crescent Oil of Canada Limited. Attached is a plan outlining the Crescent Oil Property with respect to Caroline Street, Cannon Street and Railway Street.

Since that meeting, a number of City, Regional and Provincial staff have visited at this site. The results of those visits and resulting actions are summarized below:

### Problems In Overview

The problems that were noted with this property included:

- cracked sidewalks
- grease and oil on the road and sidewalk
- traffic congestion resulting from the blocking of traffic on Railway Street
- the general condition of the site including debris and leaking oil
- the obstruction of an alley adjacent to the building.

### A. Regional Engineering - Survey Section

The lands at 136 Cannon Street West are owned by Mr. D. W. Ewen and leased by Crescent Oil Company of Canada. To the west of this site is what appears to be an alley. In fact, this is a parcel of privately owned land over which the City, D. W. Ewen and the owners of the residential properties to the west of this land have the right of access. The City's right of access appears to be in existence as a result of this land being immediately east of a portion of the Central Neighbourhood Park. In developing the park, any use of this right of access has been blocked off by our fencing and access by the City across these lands appears unnecessary.

### B. Building Department - Property Standards Division

The Building Department, at our request, did an inspection of this site and report that the site is in generally good condition from the property



standards viewpoint. There is some brick work in need of repair, some oil drums west of the building and a tank and wood pallets east of the building. The minor nature of these problems was no different, in their view, than could reasonably be expected in this type of business.

#### C. Hamilton Fire Department

The Fire Department did a complete inspection of this site and have prepared a detailed report of their findings. There are a number of areas in the report (copy attached) that require remedial action by the owner - all of these problems are inside the building and none are outside in the yard - even though the entire site was inspected.

The Fire Department has advised that Mr. Ewen has corrected about 90% of the list of problems that were presented to Mr. Ewen and that the remainder are in progress.

They will continue to monitor the repairs at this site to verify compliance with the recommendations of their Inspection Report.

#### D. Ministry of the Environment

This Ministry has attended at the site and they have found a couple of concerns with Crescent Oil (Ministry letter dated 1988 October 24 is attached):

i) There was evidence of considerable spillage of oil-related products on the ground. The Ministry has requested an action plan from Mr. Peter Ewen, President of Crescent Oil to correct this spillage problem in the future. They also indicate that "Mr. Ewen will be conducting a clean-up of the spilled material within the outdoor storage area in accordance with Regulation 309 and the Environmental Protection Act."

ii) They also noticed that spilled petroleum material was making its way to a catch basin in the graveled area east of the building and, from there, into the sewer. Accordingly, they called in Mr. Peter Dunn of Regional Engineering (Laboratory) to investigate.

iii) Mr. P. Ewen has submitted an action plan to the Ministry of the Environment (copy attached) which is basically acceptable to that Ministry and, in fact, was praised in the Ministry's letter of 1988 November 1 as being a pro-active and positive step. The Ministry did make a minor addition to the plan submitted by adding a small containment area in the case of a ruptured tank on the site and to prevent that oil from reaching the sewer in the future.

#### E. Regional Engineering - Pollution Control

Mr. Peter Dunn, Pollution Control Officer, attended at the site and advises that there is oil on the ground and that oil has definitely been collected by the catch basin on site and oil has been transmitted into the sewer system. A Violation Notice was sent to Crescent Oil. Under Regional Bylaw No. R79-172 (the Sewer Use Bylaw), Crescent Oil was given three weeks to respond to the complaint that they are allowing effluent in excess of ten milligrams per litre of mineral oil content into the sewer.

Mr. Dunn advises Crescent Oil has proposed to hire a contractor to correct the problem of oil getting into the sewer. He has proposed to hire S. Bono Construction to either seal off the catch basin or install an oil separator which will allow any oil received by the catch basin to be kept separate and pumped out from time-to-time. Either action is satisfactory to the Region.

#### F. Public Works Department - Streets & Sanitation Division

Streets & Sanitation Division personnel have investigated the problems noted on Railway Street and find that there is damaged sidewalk in front of # 10 and # 12 Railway Street. The damaged sidewalk measures 4.5 feet by 25 feet which will cost \$500 to remove and replace.

It was obvious that this damage was caused by trucks using the shipping and receiving doors of Crescent Oil.

Also, the sidewalk and roadway remain dirty despite the fact that the Streets & Sanitation Division have sent a sweeper and flusher there specially to provide cleaning services over and above the normal cleaning schedule. Costs for this cleaning involve two hours for each of the sweeper and flusher for a cost of \$220.

Mr. Ewen has indicated a willingness to pay the above noted costs but - as a part of a total package which would include his acquiring of lands for the use of Crescent Oil for loading, parking and similar purposes. He is, in fact, most anxious to acquire lands either east or west of his current site to ameliorate the current situation on Railway Street and is contemplating requesting the City's assistance in acquiring the lands of the selected alternative.

On a separate issue, there are about thirty 45 gallon drums, around ten 200 gallon or larger tanks and miscellaneous pails and equipment stored in the area west of the building on land over which the City has a right-of-way. While it is technically not appropriate to store these tanks, etc. in that location, there should never be any need for the City to use this right of way and, accordingly, we are not recommending that these tanks be removed at this time.

On 1988 October 25, a visit was held with Mr. Peter Ewen, President, Crescent Oil and he noted that he would very much like to work with the City in correcting the problems that have been presented to him. He noted that Crescent Oil has been in his family for three generations and that he is strongly attached to this building and site. He has no present plans to move from this location.

Mr. Ewen has advised that he has received threats to his person and property from unknown sources which directly relate to the problems which are the subject of this report.

Accordingly, he has indicated a strong desire to come to grips with the problems and frustrations of the City and his neighbours.

#### G. Traffic Department

Peter Ewen noted several alternatives which involve the potential use of Caroline Street North for access to his building and expressed a willingness to



explore all options with the City and staff which would remove the majority of his deliveries from Railway Street.

Following a review of the alternatives which relate to Caroline Street with the City Traffic Department and the Planning Department, both Departments expressed that we would merely be transferring some of the problem from Railway Street to Caroline Street while leaving some of it on Railway Street - inevitably, some blockage of Railway Street would occur while residents abutting Caroline Street in this area would not be happy.

They suggested that Crescent Oil look into the possibility of acquiring 112 & 114 Caroline Street North and providing access and parking off of Cannon Street or, preferably, acquire 132 Cannon Street West and using both Cannon Street West as well as Railway Street for access to completely off-street loading space.

The above has been presented to Mr. Peter Ewen, who had advised that he is in agreement with either alternative (He prefers the acquisition of the properties west of his current site and is holding discussions with the Traffic Department concerning all the alternatives).

He has indicated that he is going to initiate inquiries to determine if the owners may be willing to sell and he should have some answers by the date of the Committee meeting.

Four alternative proposals involving the acquisition of adjacent properties were presented to Crescent Oil and the Traffic & Planning Departments for their discussion. To date, the selection of the two City Departments (purchase of 132 Cannon Street West) is not satisfactory to Mr. Ewen since he feels that it will not correct the problem with the people on Railway Street since, in order to load and unload, trucks would still have to block Railway Street due to the location of his loading door.

#### Conclusions

A. Surveys - The land west of the building is private land and is not a problem area.

B. Building Department - No significant problems were discovered which relate to the Building Department.

C. Hamilton Fire Department - About 90% of the problems noted have been repaired and the remainder are underway.

D. Ministry of the Environment - The Ministry notes that work to comply with the action plan as agreed to by Crescent Oil has started and the Ministry will ensure its completion. Crescent Oil has advised that the required oil spillage containment dike is under construction and the Ministry is next meeting with Mr. Ewen on 1989 January 26 to ensure full compliance with all its requirements. As of this time, the Ministry feels that they are receiving the full co-operation of this company.

E. Pollution Control - Regional staff advise that this work is in progress at this time and problems are not anticipated.

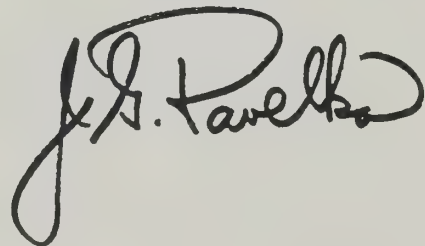


F. Public Works Department - It is concluded that the charges against Mr. Ewen's land are valid and that they must be paid. This should not be conditional upon the working out of a solution - in fact, if further damage occurs because of this operation, these costs should be paid by that operation. Mr. Ewen can, with the City's assistance, prevent this from recurring by taking action to correct the situation which has caused the problem to occur in the first place - the blocking of Railway Street with trucks delivering goods to this location.

G. Traffic Department - The Traffic Department and the Planning & Development Department, together with Mr. Ewen, should work closely together to find a solution to the problems that face Mr. Ewen and the residents on Railway Street and that these Departments submit a joint report to this Committee outlining the proposed, agreed upon solution and the method of implementation.

- cc - D. Peters, Assistant Chief Fire Prevention Officer, Hamilton Fire Dept.  
B. Allick, Director of Inspections, Building Department  
P. Dunn, Pollution Control Officer, Regional Engineering Department  
D. Lobo, Manager of Streets & Sanitation  
P. Ewen, President, Crescent Oil of Canada  
\* M. Main, Director, Traffic Services, Traffic Department  
\* V. Abraham, Director, Local Planning, Planning & Development Department

\* The recommended solution to the site access problems are to be addressed jointly by the Traffic and Planning Departments in consultation with Mr. P. Ewen of Crescent Oil.



WEST

STREET

RAILWAY

450

132

D

114

112

CAROLINE ST. N.

154

156

158

14

12

10

130

19

17

15

13



## INSPECTION REPORT

File No. 1893

## Fire Code

Page 1 of 3

WRITE FIRMLY - you are making 4 copies

DATE OF INSPECTION October 21, 1988	NAME OF OCCUPANT Crescent Oil of Canada Ltd.
NAME OF FIRE DEPARTMENT Hamilton Fire Department	ADDRESS OF PROPERTY 136 Cannon Street West
ADDRESS OF FIRE DEPARTMENT 55 King William Street	Hamilton, ON
Hamilton, ON	OCCUPANCY OR BUILDING USE Industrial
NAME AND TELEPHONE NO. OF INSPECTOR Frank Biancucci 529-1139	NAME OF OWNER Donald William Ewen c/o Peter Ewen
NAME OF PERSON CONTACTED Peter Ewen	ADDRESS OF OWNER 136 Cannon Street West
POSITION AND TELEPHONE NO. OF CONTACT Owner 527-2432	Hamilton, ON L8R 2B9

During an inspection of the premises, the following contraventions of the Fire Code (made under the Fire Marshals Act) were noted:

ITEM	FIRE CODE REFERENCE NO.	DETAILS OF INSPECTION
		<u>Sales Area</u>
1	6.2.6.1.(1)	Provide one (1) Underwriter's Laboratories of Canada listed portable fire extinguisher having a minimum rating of 3A10BC in a visible and accessible location in the front salesroom.
2	2.2.3.1.(1c)	Install a positive latching device on the door providing separation between the sales/warehouse area.
3	2.1.2.2.	The practice of storing and dispensing varsol (Shellsol) in the front sales area is to discontinue. This material shall be stored and dispensed from the warehouse.
		<u>Warehouse</u>
1	6.2.6.1.(1)	Provide and mount in a visible and accessible location in the northwest storage area, one (1) Underwriter's Laboratories of Canada listed portable fire extinguisher having a minimum rating of 3A10BC.
2	6.2.7.1.(1)	The multi-purpose extinguisher located in the "Bulk Dispensing Room" shall be inspected and serviced as necessary in conformance with NFPA 10-1978,

Please note that the above contraventions of the Fire Code constitute offences under the Fire Marshals Act and you are advised to take corrective action or risk prosecution.

MRT:ce

Dated in Hamilton, Ontario this 25th day of October, 1988



FORMING PART OF:

- ☒ Inspection Report  
☐ Notice of Violation

AT PROPERTY ADDRESS

136 Cannon Street West

ITEM	FIRE CODE REFERENCE NO.	DETAILS OF INSPECTION/VIOLATIONS
		"Portable Fire Extinguishers".
3	6.2.1.3.(1)	Provide a clear and accessible path to the portable fire extinguisher located adjacent to the battery recharger.
4	6.2.4.3.	Mount the CO2 extinguisher located in the mezzanine area at a height not to exceed 1.5m from the floor to the top of the extinguisher.
5	6.2.6.1.(1)	Provide a 3A rated Underwriter's Laboratories of Canada listed portable fire extinguisher for the mezzanine area.
6	3.3.2.3.(2)	Maintain all combustible/flammable material 12" away from all open web steel, joists in the mezzanine and warehouse area.
7	3.3.2.6.	Maintain aisle widths throughout the warehouse to a minimum of 1.2m.
8	2.7.1.7.(1)	Storage materials presently installed in front of the east exit door shall be removed.
9	2.7.1.7.(1)	Storage drums installed in front of the east exit door (exterior) shall be removed to allow the exit door to open fully.
10	2.7.2.1.(1)	The east exit door shall be repaired as necessary to ensure proper operation.
11	2.2.3.3. 2.2.3.5.	The sliding metal fire door shall be maintained in the closed position at all times. If your operations necessitates that this door be maintained in the open position, then you must install approved hardware on the door to allow self closing in the event of a fire.
		<u>Sales Area</u>
1	2.2.3.2.(1c)	Repair as necessary to ensure proper closing and latching, the separation door leading to the second floor offices.
2	2.2.3.2.(1c)	Repair as necessary to ensure proper closing and latching, the separation door leading to the basement area.



119 King St W  
12th Floor - Box 2112  
Hamilton Ontario  
L8N 3Z9  
416/521-7640119 ouest, rue King  
12e étage - Casier 2  
Hamilton (Ontario)  
L8N 3Z9  
416/521-7640

October 24, 1988

FILE No. ....  
DEPT. PUBLIC WORKS

OCT 25 1988

Mr. J. G. Pavelka, P. Eng.  
Director of Public Works  
City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Dear Sir:

RE: Crescent Oil Company of Canada  
136 Cannon Street West, Hamilton

In response to your request, I inspected the Crescent Oil Company property on October 18, 1988.

Located on the property are four large containers which hold automotive oils and hydraulic fluid. The containers are located within an outdoor fenced-in area facing Railway St. and are of concern to local residents. According to Mr. Peter Ewen, the President of the company, the spillage of oil within the storage area is due to sloppy workmanship by personnel involved with on and off loading from the containers.

Located within the storage area is a storm drain which appears to have collected much of the spilled material. A sewer inspection crew directed by Peter Dunn of the Regional Municipality of Hamilton-Wentworth has investigated this situation and will be serving a Notice of Violation on Mr. Ewen requiring that this situation be resolved.

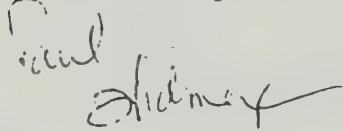
Also stored outdoors on the site are quantities of grease which Mr. Ewen had intended to sell. The 45 gallon drums containing this material have deteriorated resulting in the potential for soil contamination in the vicinity of the drums.

I have requested an action plan from Mr. Ewen which will outline the steps he will take to mitigate our concerns regarding spill prevention and material storage. In addition, Mr. Ewen will be conducting a clean-up of the spilled material within the outdoor storage area in accordance with Regulation 309 and the Environmental Protection Act.



If you require further information, please contact me.

Yours truly,

A handwritten signature in dark ink, appearing to read 'P. Widmeyer', with a stylized flourish at the end.

P. Widmeyer  
Environmental Officer  
Hamilton-Wentworth District Office  
West Central Region

cc: Mr. Peter Dunn, Regional Municipality of Hamilton-  
Wentworth

PW/sg

# CRESCENT OIL

136 Cannon Street West  
Hamilton, Ontario  
L8N 2B9

October 27, 1989

Ministry of the Environment  
119 King Street West  
12th Floor - Box 2112  
Hamilton, Ontario  
L8N 3Z9

Attention: Mr. P. Widmeyer, Environmental Officer

Dear Mr. Widmeyer:

Re: Crescent Oil Company of Canada  
136 Cannon Street West, Hamilton

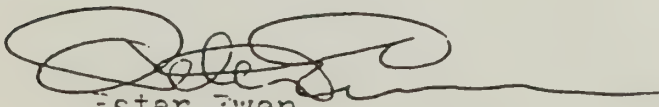
Further to your letter of October 24, 1989 to Mr. J.G. Pavelka, Director of Public Works for the City of Hamilton, Crescent Oil Co. of Canada proposes the following action plan in accordance with the recommendations you have outlined in that letter.

1. Crescent Oil proposes to raise the four (4) 500 gallon tanks, located within an outdoor fenced-in area, to accomodate drip pails.
2. Crescent Oil proposes to install drip pails to catch any residual oil from tanks left when uncoupling occurs.
3. Crescent Oil proposes to instruct necessary personnel in the care of handling the equipment and materials when loading and unloading.
4. Crescent Oil proposes to clean up existing spilage for compliance with EPA regulations.
5. Crescent Oil proposes to repackago the grease located outside into suitable containers.

Please review this action plan and contact the undersigned in writing, any comments and/or concerns you may have.

Thanking you in advance for your anticipated cooperation, I remain;

Sincerely yours,



Peter Ewen  
President

EE/bjm





CITY COUNCIL  
HAMILTON CANADA

B

**MEMORANDUM:**

**TO:** Alderman Henry Merling  
Chairman  
Transport & Environment Committee

**FROM:** Aldermen D. Agostino & F. Lombardo

**DATE:** May 22, 1990

**RE:** SANITATION DEPOT - 2418 BARTON STREET EAST, HAMILTON, ONT.

Attached please find correspondence we have received from constituents in our ward regarding the sanitation depot at the above location.

We would like this matter placed on an agenda of an upcoming Transport & Environment Committee meeting and would appreciate being informed of the date and time when this item will be dealt with, as a delegation wishes to appear before the committee to speak to the issue.

Thank you for your co-operation.

DA:FAL:nb  
Attch.

c.c. - Mr. J. Schatz, Acting Secretary, Transport & Environment Committee  
- Mr. John A. Parente, Q.C.  
- Mr. Vince Passeretti



AGRO, ZAFFIRO, PARENTE, ORZEL & BAKER

BARRISTERS & SOLICITORS

NICHOLAS J. ZAFFIRO, O.C.  
EDWARD J. ORZEL, O.C.  
STANLEY P. JASKOT, B.A., LL.B.  
JOHN W. LOGAN, B.A., LL.B.  
MICHAEL DALE PARAYESKI, LL.B.  
JANE A. MILANETTI, B.A., LL.B.  
VANDA A. SANTINI, B.A., B.C.L., LL.B.  
Z.S. PETE VOLARIC, B.A., LL.B.  
KATHRYN A. McKAGUE, B.A. (HONS.), LL.B.

JOHN A. PARENTE, O.C.  
MICHAEL L. BAKER, O.C.  
FRANCIS A. DeSANTIS, B.A., LL.B.  
IAN P. NEWCOMBE, B.A., LL.B.  
CHARLES P. CRIMINISI, LL.B.  
MARTHA B. ZIVOLAK, B.A. (HONS.), LL.B.  
DAVID A. ELLIOT, B.A., LL.B.  
PAUL T. FERRACUTI, LL.B.

TELEPHONE (416) 527-6877  
FACSIMILE (416) 527-6843

FOURTH FLOOR  
ONE JAMES STREET SOUTH

MAIL:  
P.O. BOX 2069, STATION "A"  
HAMILTON, ONTARIO  
L8N 3G6

March 20, 1990

Alderman Fred Lombardo  
and Alderman Domenic Agostino  
71 Main Street West  
Hamilton, Ontario

Dear Sirs:

RE: Janet Court Residents

We have been contacted by a Mr. Vince Passaretti of 67 Janet Court (578-6647) complaining about City truck depot located in the back yards of several new homes on Janet Court which, prior to their acquisition of these new homes, they were assured from City Hall that the depot would be relocated.

I have advised my client to attempt to arrange a meeting with you to deal with the problem and I would appreciate if between the two Aldermen representing this ward, you might arrange for one of you to contact my client to deal with the matter.

Yours truly,

  
JOHN A. PARENTE

/kr

cc: Mr. Vince Pasaretti

Corporation of the City of Hamilton  
Memorandum

\*\*\*\*\*

TO: Mr. F. Lombardo  
Alderman, Ward 5 -

YOUR FILE:

Alderman D. Agostino  
Alderman, Ward 5 ✓

FROM: Mr. J. G. Pavelka, P.Eng.  
Director of Public Works

OUR FILE: 90-1030  
PHONE: 546-4622

SUBJECT: Sanitation Depot - 2418 Barton Street East      DATE: 1990 May 17

Recently, both of you approached either the Manager of Streets and Sanitation or myself on behalf of the residents of Janet Court concerned about the following impacts by the Sanitation yard and the trucks on the immediate residential neighbourhood.

1. mosquitos
2. odour from the refuse compactors
3. cleanliness to the yard
4. noise from equipment during the night

In response to these concerns, the following operational steps have been implemented to respond to these concerns.

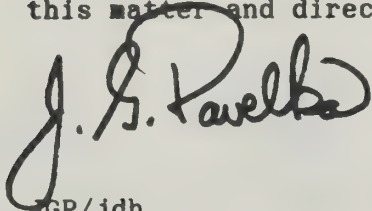
- a) yardman picks up litter twice a day
- b) all bulk drums rubbish were removed from rear of yard
- c) trucks during the summer months are backed in to avoid alarm going off in the morning
- d) flake calcium is deposited once a week for dust control
- e) no mechanical repairs are done in the yard
- f) no washing of vehicles are done near the homes
- g) trucks are steam cleaned three times a week
- h) all trucks are emptied at night
- i) employees were instructed to drive slowly when entering and exiting the yard so they do not create a dust problem

Over and above these operational initiatives, the residents questioned whether or not the vehicles could be relocated and/or whether or not the entire operation could be relocated.

An initial review indicates that there are no lands surplus to the City of Hamilton, therefore, there is no location to where the refuse compactors can be relocated.

Also, attached is a summary that was presented to the Transport and Environment Committee wherein the figures indicate that a relocation of the entire facility would create a net cost of approximately \$850,000.

As we discussed, if you and the residents want to review this matter, because of the considerable amount of staff time that would be involved in the preparation of the details, the Transport and Environment Committee should review this matter and direct staff accordingly.



JGP/jdh  
Attach.

c.c. Mr. D. Lobo, Manager, Streets and Sanitation  
Mr. D. Vyce, Director of Property  
Mr. J. Schatz, Acting Secretary, Transport and Environment Committee



SANITATION DEPOT

2418 BARTON STREET EAST

Construction of New Building (per Class 'D' Estimate from Architectural Division) September 2, 1987	\$1,350,000
1986 Sale Value of 2418 Barton Street East	500,000
Cost of Land at Nash Road (City Owned)	<u>NIL</u>
Net Project Cost	\$ 850,000

Note: This assumes that the 2 acre parcel at  
347 Nash Road is available (2 acres).



C

FOR ACTION

REPORT TO: MR. J. SCHATZ, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL  
ACTING COMMISSIONER OF ENGINEERING

DATE: June 4, 1990  
COMM FILE: 3-11-4  
DEPT FILE: S712-17

SUBJECT:

Lake Park Pointe Subdivision,  
Request for Deletion of Sidewalk Requirement

RECOMMENDATION:

That the request from the property owners on the west side of Grays Road in the Lake Park Pointe Subdivision, Plan M-449, for the deletion of the sidewalks abutting Lots 6, 7, 8 and 9, be denied.

*E. M. Gill*

---

E. M. Gill, P.Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

N/A

BACKGROUND:

During 1988, staff received a letter signed by the owners of all lots abutting Grays Road in the above-noted subdivision to delete the requirement for sidewalks on the west side of Grays Road in the subdivision.

The present policy concerning the installation of sidewalks was approved by Council on January 14, 1986 as Item 14 of the 2nd Report of the Transport and Environment Committee. Basically, the policy states that sidewalks shall not be mandatory on cul-de-sacs and crescents with thirty or fewer residential units and shall be installed on at least one side of cul-de-sacs and crescents with more than thirty residential units. It states that sidewalks shall be installed on both sides of all other streets.

Cont'd...

105-100



-Page 2-  
June 4, 1990

Lake Park Pointe Subdivision Request for  
Deletion of Sidewalk Requirement

Cont'd...

The request for deletion of the sidewalk requirement on Grays Road was denied by the Transport and Environment Committee on December 5, 1988. There were no delegations present on this matter. Alderman Agostino and Alderman Lombardo have requested that this matter be placed on the agenda as a delegation item.

CONCLUSIONS

Since Grays Road is not a cul-de-sac or crescent under the policy, sidewalks should be installed in accordance with the subdivision agreement.

RPM:jd

*Rbm*



CITY COUNCIL  
HAMILTON CANADA

**MEMORANDUM:**

**TO:** Alderman Henry Merling  
Chairman  
Transport & Environment Committee

**FROM:** Aldermen D. Agostino & F. Lombardo

**DATE:** May 22, 1990

**RE:** INSTALLATION OF SIDEWALKS - GRAYS ROAD/LAKEPOINT PLACE

Attached please find correspondence we have received from constituents in our ward regarding the installation of sidewalks on Grays Road/Lakepoint Place.

We would like this matter placed on an agenda of an upcoming Transport & Environment Committee meeting and would appreciate being informed of the date and time when this item will be dealt with, as a delegation wishes to appear before the committee to speak to the issue.

Thank you for your co-operation.

DA:FAL:nb  
Attch.

- c.c. - Mr. J. Schatz, Acting Secretary, Transport & Environment Committee ✓
- Mr. Conrad Brenner, Planning Manager
  - Petitioners

# MAREL

REAL ESTATE INC.

Chancery Hall, 44 Hughson St. S., Hamilton, Ontario L8N 2A7 • 522-8662

MAY 14 1990

May 11th, 1990

Alderman Vince Lombardo  
City Hall  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

RE: LAKE PARK POINTE SUBDIVISION

Dear Sir:

I am writing this letter as per your request to outline my position in regards to sidewalks on the above captioned property.

I want to remove any outstanding deficiencies in this subdivision as soon as possible, so that I can get my letters of credit released and the services put on maintenance.

This sidewalk issue has been going on for the last two years and would have been much more economical for me to have installed the sidewalks in the first place, as I would have saved as much money in interest alone.

The property owners pleaded with me not to install the sidewalks for the reasons outlined in their letters attached. The first one sent in August 1988. I concur with the reasoning and feel that if the property was inspected it would make a whole lot of sense not to install the sidewalks, as they would not be of no use to anyone.

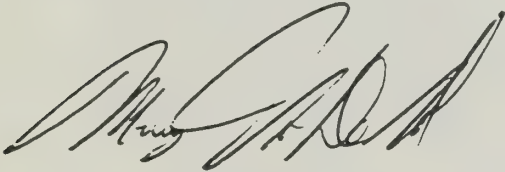
The decision was made by council about a year ago to turn down the request by the residents but they informed me that they were appealing this decision. As of todays date, nothing has transpired.



I am asking that something be done before the end of May, I have no alternative but to install the sidewalks at that time much to the dismay of the property owners, if this matter is not resolved.

Should you have any questions, please do not hesitate to contact me at your earliest convenience.

Yours truly,  
MAREL REAL ESTATE INC.,

A handwritten signature in dark ink, appearing to read 'Murray Van Der Marel', written in a cursive, flowing style.

Murray Van Der Marel,  
President, F.R.I., R.E.P.A.

MV/na

c.c. Alderman Agostino  
c.c. John & Sharon Molnar  
c.c. Paul Clegg & Janice  
c.c. Berni & Deb Ferroni  
c.c. Gus & Rita Thomas

May 9  
April 24, 1990

J Alderman Agostino  
Alderman Lombardo  
City Hall  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Dear Sir,

The developer of our survey (Murray Van der Marel) has been notified by the Region and City of Hamilton to install sidewalks. We previously contacted you regarding this issue in September 1989. At that time you informed us that you would contact us if any further action was necessary on our part. It seems there has been a lack of communication.

There are only four houses affected by this decision and all of us notified you in our previous correspondence (copy attached) of our wishes against sidewalks being installed which go nowhere and are not useful to anyone. The developer cannot be cleared of his responsibility for this subdivision until these sidewalks are installed. Obviously, we would like to get this issue resolved efficiently and quickly - it has been three and one-half years since we moved to this area.

Sidewalks installed in this location would ruin our property's appearance, as well as devalue our homes. We all have landscaped (at great cost), as well as paved or interlock bricked driveways which are graded to street level, which would be disturbed drastically if these sidewalks were installed. Also, if sidewalks and medians were installed, we would lose half our driveways and severely alter our existing landscape plans, which are now maturing.

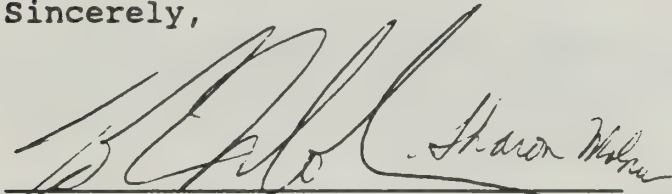
Postal service (super boxes) have been installed and would need to be relocated, as would public services (hydro and gas) and co-axial cables, which are all located within two feet of the existing curbs.

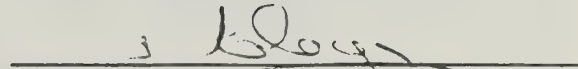
As you can see, installing these sidewalks and medians which would start nowhere and end up nowhere would be very costly and would not be used by us or anyone else, nor do we want them installed. We have lived in this area for three and one-half years without them and we would prefer to keep it as it is presently.

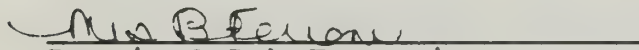
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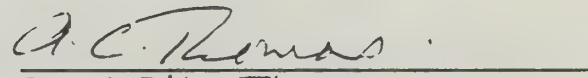
Your attention and assistance with this matter would be greatly appreciated.

Sincerely,

  
John & Sharon Molnar  
617 Grays Road

  
Paul Clegg & Janice  
21 Lakepoint Place

  
Bernie & Deb Ferroni  
613 Grays Road

  
Gus & Rita Thomas  
22 Lakepoint Place

enclosure

cc: Van Der Marel Real Estate  
Delmar Contracting

DEAR MR. BRENNER

THE PROPERTY OWNERS LOCATED ON GRAYS ROAD NORTH IN THE NEW LAKEPOINT DEVELOPMENT WOULD LIKE THE CITY OF HAMILTON TO CONSIDER AMENDING THE DEVELOPMENT AGREEMENT BETWEEN THE DEVELOPER AND THE CITY OF HAMILTON.

TO CEASE THE INSTULATION OF PUBLIC SIDE-WALKS ON THE WEST SIDE OF GRAYS ROAD NORTH. WE THE PROPERTY OWNERS FEEL THAT THE SMALL AMOUNT OF PEDESTRIAN TRAFFIC IN THE AREA IS BEING WELL ACCOMEDATED BY THE WALK ON THE OPPOSITE SIDE OF THE STREET WHICH IS NOW PRESENT AND SERVING.

THE PROPERTY OWNERS THAT FULLY OBJECT TO THE PUBLIC SIDE-WALKS ON THE WEST SIDE OF GRAYS ROAD NORTH ARE

LOT 9 MR. BERNARD FERRONI

LOT 8 MR. JOHN MOLNAR

LOT 7 MR. BOB HUDSON

LOT 6 MR. PAUL CLEGG

*Bernard Ferroni*  
*John Molnar*  
*R. Hudson*  
*Paul Clegg*

ENCLOSED IS A COPY OF THE SUBDIVISION SHOWING THE LOTS THE SIDE-WALK WOULD AFFECT.

THANK YOU FOR TAKING THE TIME TO CONSIDER THIS AMENDMENT. PLEASE KEEP ME INFORMED AS TO THE DECESION TO THIS AMENDMENT.

CONTACT: BERNIE FERRONI  
 613 GRAYS ROAD NORTH  
 HAMILTON, ONTARIO  
 PHONE: 578-7041 (HOME) 549-8384 (WORK)

YOURS RESPECTIVLY

*Bernie Ferroni*  
 BERNIE FERRONI

CC; LOU SEARS  
 CC; MURRAY VAN DER MAREL1



**CITY OF HAMILTON**  
**- RECOMMENDATION -**

2.

**DATE:** 1990 July 18

**REPORT TO:** Ms. T. Agnello, Secretary  
Transport and Environment Committee

**FROM:** Mr. Lou Sage  
Chief Administrative Officer

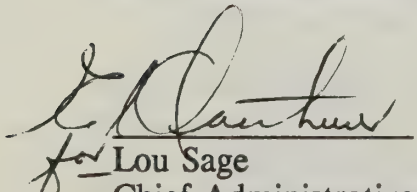
Mr. M. Main  
Director of Traffic Services

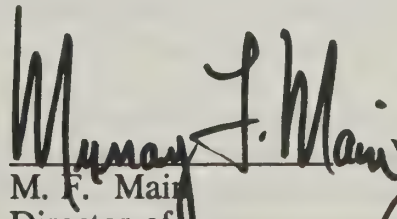
Mr. J. Pavelka  
Director of Public Works

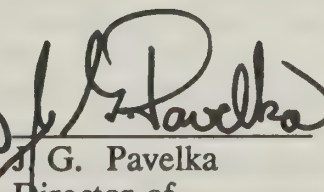
**SUBJECT:** Organizational Structure of the Engineering Department

**RECOMMENDATIONS:**

- A. That the planning and administration of the City Roads and Sidewalk Reconstruction Programs be returned to the City Public Works Department including the current vacant position of the Planning Engineer.
- B. That the Director of Public Works report directly to the Engineering Services Committee similar to the Director of Traffic Services.
- C. That a staff report be prepared on the merger of City and Regional Fleet Services.
- D. That due to City Council approval of the integration of the Legislative, By-law Enforcement and School Traffic sections, the Traffic Department remain intact as a City Department.
- E. That in accordance with Recommendation "D", the proposed name Roads and Traffic Department be changed to "Roads Department" or "Transportation Department".

  
for Lou Sage  
Chief Administrative  
Officer

  
M. F. Main  
Director of  
Traffic Services

  
J. G. Pavelka  
Director of  
Public Works

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Details are outlined in the Background for each Recommendation.

## BACKGROUND:

This report has been prepared in response to the Engineering Services Committee's request for comments on the report prepared by the Regional Chief Administrative Officer titled, "Organizational Structure of the Engineering Department", June 18, 1990.

During recent years, the scope and complexity of the Engineering Department has increased due to a number of internal and external factors. It is probably the largest scoped Engineering Department in the "Golden Horseshoe".

Presently the Engineering Department's responsibility include:

- SWARU
- Landfill Site Operation
- Water Treatment Plant Operation
- Sewer & Water Design & Construction
- Sewer & Water Maintenance
- Transportation Planning
- Engineering, Design & Construction with supervision for both the Region and the City
- Subdivision Engineering
- Recycling
- Electrical Engineering

Compounding the increase in scope and complexity is the retirement and transferring of several experienced and seasoned engineers.

Recognizing these problems, the first recommendation in the Regional Chief Administrative Officer's Report, "That Regional Council approve the division of the present Engineering Services Department into two Departments to be known as "The Roads and Traffic Department" and "The Department of Environmental and Engineering Services" appears to be a step in dealing with these problems.

Recognizing that scope and complexity are the reasons for some of the problems and concerns, then reductions in scope and complexity would appear to be solutions. The following are some suggestions on how the scope and complexity can be modestly reduced within the Engineering Department and simultaneously merge areas of expertise with other City of Hamilton organizations, where there is presently regular interface or where there are some logical mergers.

**A     Administration of City's Engineering Program**

Presently the administration of the City's engineering program is carried out on a contractual basis by the Engineering Department. The responsibilities are jointly shared by an engineer and a technologist, who each spend approximately 50% of their time on the administration of the City's activities and program.

To carry out these administrative and budgeting responsibilities there is daily, regular dialogue between Engineering and the Streets Division of Public Works for field input from the foreman.

Conversely, without engineering/technical staff in the Public Works Department, there are a number of areas that are not receiving as much in-depth analysis and investigation as they should be.

Transferring the responsibilities for the administration of the City's Road and Sidewalk Construction Program to the Public Works Department would benefit both Departments. Simultaneously, there would be a modest saving of the individuals salary to the City of Hamilton.

**B     Interface Between Public Works Department and the Engineering Services Committee**

Currently, the Public Works Department reports through the Contract Superintendent to the Commissioner of Engineering on expenditures, reports and problems with respect to the maintenance on regional roads. This requires reports and letters to be written to the Engineering Department which are transcribed as reports to the Engineering Services Committee by staff in the Engineering Department. This rewriting of reports and indirect reporting structure is a waste of time and removes the element of accountability from the Public Works Department.

To cut down on "red tape" and potentially even eliminate the position of the Contract Superintendent with a salary of \$45,000., consideration should be given to have the Director of Public Works report directly to the Engineering Services Committee on an "as required" basis similar to the way the Commissioner of Engineering reports to the Transport and Environment Committee and the Director of Traffic Services reports to the Engineering Services Committee.



**C     Fleet Services**

The City of Hamilton currently has 1,400 vehicles with a staff of approximately 55. The Region of Hamilton-Wentworth has approximately 234 vehicles with a staff of 5. Consideration should be given to determining if there is an opportunity for a merger in this area. In particular the municipalities should review maximizing the equipment and shops readily available within the City's fleet operation such as, auto body, spray painting, welding.

However emphasis should be made that as there are two budgets for road maintenance, there should continue to be two distinct budgets for the fleet, one for the City's equipment and another for the Region's equipment.

**D     Information Systems/Computerization**

To respond to the growing need for computerization and maintenance management, over the years, 3 positions dealing with Information Systems have evolved in the Engineering Department. These positions integrate admirably with the following departments solving the problems of interface:

- A.     Information Systems Department
- B.     Engineering Department
- C.     Traffic Department
- D.     Public Works Department

However in crossing so many departmental boundaries some concern has been expressed for the uniformity of computerization expected of the Information Systems Department. Therefore, transferring these responsibilities from the Engineering Department to the Information Systems Department would allow direct supervision of these staff within the Department where all of the computerization is planned and organized.

The Acting Commissioner of Engineering has advised that this matter will be implemented by August 15, 1990 when 2 of the 3 positions, the Engineering Systems Analyst and the Engineering Application Programmer will be recommended to the Engineering Services Committee to be transferred to the Information Systems Department.



**E     Traffic Department**

- School Traffic Officers
- By-law Enforcement
- Legislative Section
- Operations Section

One of the recommendations in the report is that the Traffic Department be transferred from the City of Hamilton to the Region in July of 1991. This appears to be based on the premise that services should not be purchased from another Municipality, but should be provided by staff of that particular Municipality. However, no reference is made to the fact that the City of Hamilton Engineering Department was disbanded and that all Engineering Services are being provided for the City by Regional staff.

It is stated on page four of the report that "Excluding School Traffic Officers and By-law Enforcement, 70 percent of the activity of the City of Hamilton Traffic Department is carried out on behalf of the Region". This figure is incorrect. The current expenditure budget for Regional activities is 2.8 million dollars, and the figure for City activities and work performed for other Municipalities other than School Crossing and By-law Enforcement is 3.2 million dollars. Therefore, the Regional portion of these two activities is 47% percent and not 70 percent. When School Crossing and By-law enforcement are included in the figures, the Regional portion of the activities of the Department is only 33 percent.

The proposal to separate the By-law Enforcement and School Crossing activities from the rest of the Department poses several problems. There is a large overlap of function between the Legislative section of the Department and the By-law Enforcement section. The By-laws are written by the Legislative section, and the By-law Enforcement section is constantly seeking interpretation from the Legislative section. Most of the correspondence respecting By-law Enforcement matters is written by the Legislative section because of the superior knowledge of the By-laws and interpretation of the By-laws, and the depth of the staffing available having this type of expertise.

The Legislative section also has the expertise to perform detailed engineering analysis of conditions where School Crossing Guards are contemplated, and to do this analysis in context with the various array of traffic control devices which is available to supplement the activities of the School Traffic Guard. In recent months, the studies of school crossings at signalized intersections have been performed by the Legislative section because of the special expertise available in that section.

There is also a special relationship between the By-law Enforcement section and the Operations section of the Department, since daily liaison is required to review malfunctioning parking meters at which parking infraction notices may have been issued, and also to identify new regulations which are being signed and will require enforcement, and also locations where signs may be damaged or missing and where revised regulations would be appropriate to minimize misunderstanding by the public and to resolve enforcement problems.

For the above mentioned reasons, a recent re-organization of the Department adopted by City Council combined the Legislative, By-law Enforcement and School Traffic functions into a single section of the Department in order that liaison and the flow of information could be optimized because of the overlapping areas of influence and information involved. The separation of the By-law Enforcement and School Traffic sections from the rest of the Department would eliminate the obvious advantages of combining these functions in one section and one Department, and would pose the dilemma as to where within the City of Hamilton organization the By-law Enforcement and School Crossing sections should be assigned.

#### **F     Proposed New Structure**

The proposed new structure being recommended is of concern because, it is recommending the creation of a new position titled, "Senior Director".

The Salary Reviews by both the City of Hamilton and the Region of Hamilton-Wentworth were just finalized approximately 3 years ago to more equitably distribute remuneration according to responsibility. These reviews endeavoured to provide a consistency across both the City's and Region's organizations.

Now a deviation from these evaluations will start the inconsistencies. A recommendation to create Senior Director positions without the benefit of a formal job description and an evaluation by the Human Resources Department is completely irregular.

Since the Salary Reviews, positions whether they have been upgraded or recently created have had formal job descriptions prepared and completed and then evaluated by the Human Resources Department.

Furthermore, the creation of a Senior Director deviates from all of the other organizational structures in both the City of Hamilton and the Region of Hamilton-Wentworth. Accordingly there is some concern as to why such a position is required in the Engineering Department and why such a position is not required in other Departments.

Whether or not such a position is required is a question by itself. Earlier in the report there is a recommendation to divide the present structure into two components. Even before these components are permitted to be separated and evolve their own operations, there is another recommendation to merge additional operations.

At this time when there appears to be merit in reducing the scope and complexity of the Department by dividing it into two departments, it is premature to recommend amalgamations or mergers which would offset the endeavour to reduce the scope and complexity.

c.c. Mr. M. Carson, Regional Chief Administrative Officer  
Mr. J. G. Hindson, P.Eng., Director of Information Systems  
Mr. T. Gill, Acting Commissioner of Engineering





FOR ACTION

REPORT TO: Mr. J. Schatz. Acting Secretary  
Transport and Environment Committee

FROM: Mr. D. W. Vyce  
Director of Property

DATE: 1990 June 21  
COMM FILE:  
DEPT FILE: 36.1.26  
(4509)

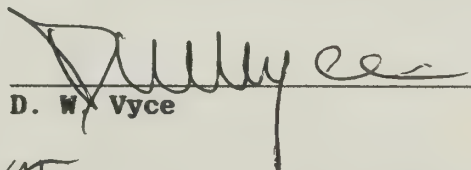
SUBJECT: Purchase of Land required for the Extension of Fieldway Drive  
from Fieldway Drive to Millwood Place - Fiorina Merone -  
- Part of 106 Fieldway Drive -

RECOMMENDATION:

That an Option to Purchase executed by Fiorina Merone on June 20, 1990 and scheduled for closing on or before September 24, 1990 for the purchase of part of the property at 106 Fieldway Drive required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed.

Note: The subject property contains 8,302.72 square feet (772.9 square metres) and is shown as Parts 1 and 2 on Plan 62R-11054. Consideration in the amount of \$1.00 has been paid to the owners and forms part of the purchase price.

The purchase price of \$2.00 is to be charged to account CF 5698 528946015.

  
D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The City will recover all costs for this project including land, consultant's fees, construction and overhead, through establishment of one foot reserves along the proposed roadway.

BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place. The City will establish a one foot reserve along the proposed roadway in order to recover all costs for this project including land, consultant's fees, construction and overhead.

Attach.

c.c. Mrs. P. Noé Johnson, City Solicitor  
Mr. E. C. Matthews, City Treasurer  
Mr. T. Gill, Acting Regional Commissioner of Engineering  
Attention: Mr. G. Aston  
Attention: Mr. R. Douglas, Manager of Field Surveys



4a)

FOR ACTION

REPORT TO: J. Schatz, Acting Secretary  
Transport and Environment Committee

FROM: Mr. T. Bradley  
Manager of Purchasing

DATE: 1990 June 27  
COMM FILE:  
DEPT FILE: C17-7-90

SUBJECT: SIGN BLANKS DURING 1990, TRAFFIC DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to Acme Sign Blanks, Etobicoke, for the supply and delivery of Sign Blanks as and when required during 1990 for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

900mm x 424mm x 0.125	\$46.51 ea.
900mm x 373mm x 0.125	43.66 "
30cm x 45cm x .081	7.99 "
75cm x 75cm x .081	19.90 "
90cm x 90cm x .081	33.60 "

NOTE: Lowest of two (2) tenders received. Funds provided in Traffic Sign Materials Account CH56154 75999.

  
T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

Acme Signs

Mechanical Advertising

900mm x 424mm x 0.125	\$46.51 ea.	No bid
900mm x 373mm x 0.125	43.66 "	No bid
30cm x 45cm x .081	7.99 "	\$11.20
75cm x 75cm x .081	19.90 "	21.40
90cm x 90cm x .081	33.60 "	33.66

Estimated expenditure \$21 000.





46)

JUL 16 1990

## FOR ACTION

REPORT TO: Tina Agnello  
Secretary,  
Transport and Environment Committee

FROM: T. Bradley,  
Manager of Purchasing

DATE: 16 July 1990

COMM FILE:

DEPT FILE: ABC:C4-30-90.FS

SUBJECT: Broom Stock - Fleet Services

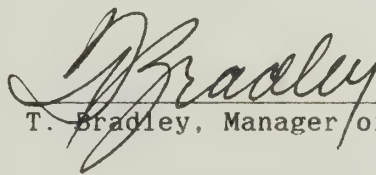
RECOMMENDATION:

- a) Purchase order to Rantex Brushes Inc. Barrie, Ontario to supply broom stock for street sweepers at the following unit prices:

Pickup Brooms	\$379.00
Quick Change Gutter Brooms	\$ 90.00
Straight Wire Sections	\$ 10.04, and
Poly Sections	\$ 7.34
Plus 8% O.S.T.	

In accordance with specifications issued by the Manager of Purchasing and Vendor's Tender.

NOTE: Lowest acceptable tender of three received. Funds provided in automotive parts account CH-56702 - 64105.



T. Bradley, Manager of Purchasing

BACKGROUND:

	<u>Pick-up Brooms</u>	<u>Quick Change Gutters</u>	<u>Straight Wire</u>	<u>Poly Sections</u>
G.C.Duke	317.11 *		8.45 *	7.50 *
Rantex	379.00	90.00	10.04	7.34
Petwin	415.00		10.05	11.00

\* Does not meet specifications



4c)

JUL 16 1990

FOR ACTION

REPORT TO: Tina Agnello  
Secretary,  
Transport and Environment Committee

FROM: T. Bradley,  
Manager of Purchasing

DATE: 16 July 1990

COMM FILE:  
DEPT FILE: C4-20-90

SUBJECT: Heated Air Return System  
Fleet Services

RECOMMENDATION:

a) Purchase order be issued to Blenkhorn & Sawle Limited, Hamilton, for the supply and installation of a **Heated Air Return System** for a total cost of \$49,072. plus a \$5,000. contingency, in accordance with specifications issued by the Manager of Purchasing and Vendor's Tender.

In accordance with specifications issued by the Manager of Purchasing and Vendor's Tender.

NOTE: Lowest acceptable tender of three received. Funds provided in Fleet Services Renovation and Ventilation Account CF 5200 649041012.



T. Bradley, Manager of Purchasing

BACKGROUND:

Blenkhorn & Sawle	\$49,072.00
Arvin Air System	\$60,840.00
RPR Consultants	\$75,000.00





5a)

FOR ACTION

REPORT TO: MR. J. SCHATZ, ACTING SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: June 11, 1990  
COMM FILE:  
DEPT. FILE: E308-01

SUBJECT

Hotz and Sons Company - Proposed Transfer and Materials  
Recovery Station at 245 Lottridge Street in the City of Hamilton

RECOMMENDATION

That the local Approvals Branch of the Ministry of the Environment  
(M.O.E.) be informed that:

- a) The City of Hamilton has reviewed the Hotz and Sons formal application to the M.O.E. for a Certificate of Approval to operate a Transfer and Materials Recovery Station at 245 Lottridge Street in Hamilton, and have determined that all operational conditions specified in their detailed submission are generally in keeping with local requirements, with the exception of a number of technical issues identified by City of Hamilton and Regional staff, whose comments are appended and should be recognized as part of the City's response to the Ministry;
- b) The City of Hamilton will provide favourable support to the proponent's application provided that Hotz and Sons takes remedial actions to satisfy the operational requirements identified by staff, and that Hotz complies with the four (4) conditions detailed in their April 23, 1990 correspondence to the Region in which they detail specific waste tonnage delivery limitations;
- c) The City of Hamilton concurs with the Ministry of the Environment's position that "a hearing by the Environmental Assessment Board under the Environmental Protection Act is not warranted".

*E.M. Gill*  
E.M. Gill, P. Eng.  
Acting Commissioner of Engineering

Cont'd...

-page 2-  
June 11, 1990

Hotz and Sons Company - Proposed Transfer and Materials  
Recovery Station at 245 Lottridge Street in the City of Hamilton

#### FINANCIAL IMPLICATIONS

N/A

#### BACKGROUND

In April 1990 the Transport and Environment Committee and City Council passed a three part resolution, of which part a), stated that:

"a) The City of Hamilton will require a minimum of two months to properly review the Hotz and Sons formal application for a Certificate of Approval to operate a Transfer and Materials Recovery Station at 245 Lottridge Street in Hamilton, and to prepare an official position statement on the issue";

Staff assigned to review the Hotz application have completed their work and have submitted their written comments which have been appended to this staff report for the reference of the Committee and Council. We believe that the aforementioned comments by staff, as well as correspondence from Hotz officials in which they volunteer to limit certain waste tonnages from entering Regional facilities to satisfy Regional waste management conditions, should be submitted to the Minister of the Environment and should be considered as an official part of the City's response to the Hotz proposal.

VT/vb



## THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

Refer to File No **E308-01**  
Attention of **V. TERLUK**  
Your File No

May 28, 1990

Memo To: V. Terluk  
Manager Solid Waste Section

From: J. Halliday  
Plant Operations

Re: Hotz and Sons Facility - 245 Lottridge Street

Concerning your memo of April 24, 1990 the above property was inspected on May 16, 1990 and the following are our recommendations:

1. That the discharge from the sediment trap will most likely meet Sewer-Use By-Law criteria and could be allowed into the sewer system.
2. That a connection to the sanitary sewer would be allowed provided that a sampling manhole be provided at a point between the sediment trap and the property line as outlined in the Sewer-Use By-Law No. R89-049 and that all the necessary permits are obtained.
3. That there did not appear to be any plans for the management of storm water on the property at the time of the inspection. We would advise that such a plan would be desirable.

If you have any further question call the Sewer-Use Section at 545-0804.

cc:W. Kiczma





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1990 May 15

Mr. V. Terluk  
Manager Solid Waste Section  
Department of Engineering  
Regional Municipality of  
Hamilton-Wentworth

Dear Sir:

Re: Hotz and Sons Facility - 245 Lottridge Street

Thank you for your memo, dated April 24, 1990, and the copy of the proposal report which was attached. We have reviewed this document and offer the following comments.

As indicated in the report, we would expect all traffic generated by this proposal to access the site via designated truck routes. The routes indicated all satisfy this criteria.

We also expect to accommodate the estimated 198 truck movements per day, generated by this proposal, with little or no impact to the overall roadway system. We are however concerned with respect to the proposal to accommodate all of these movements through a single access point and truck scale.

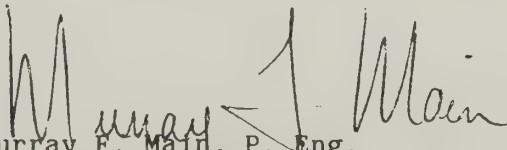
With 198 truck movements evenly spread over a 12 hour working day, a truck movement across the scale would be expected approximately every 3.5 minutes. Each truck would then be expected to occupy the scale for some period of time while the vehicle was weighed and any paperwork was completed.

Given that it is unlikely that vehicle arrivals will be so evenly spaced, we would conclude that it would be very likely that trucks would begin to queue on either, or both, sides of the scales. Queuing of vehicles along either Lottridge Street or Lansdowne Avenue would be unacceptable. As a result, we would strongly suggest that the applicants provide a second truck scale facility, at a separate exit point, if the volume of traffic expected were to near this projection.

Finally, in reviewing the plan we have identified a concern with respect to access. At the moment vehicles entering the site from Lottridge Street make use of a wheelchair ramp at the corner. In order to address this concern we recommend that the existing access to Lottridge be extended to the north to meet the existing wheelchair depression.

I hope these comments prove useful.

Yours truly,

  
Murray F. Main, P. Eng.  
Director of Traffic Services

RK/ca





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

May 23, 1990

MEMO TO: V. Terluk, Manager Solid Waste Section

FROM : F. Westaway, Noise Control Officer

SUBJECT: HOTZ AND SONS FACILITY - 245 LOTTRIDGE STREET

On April 24th, 1990, I received a letter from you requesting the Noise Control Office review a report submitted by Hotz and Sons regarding a noise study of their location on Lottridge.

After reviewing the reports and conducting some noise monitoring of the area, it is noted that the report be approved as documented. If Hotz and Sons operate during the hours stated in the report, the noise created by additional trucks should have a very marginal increase to the noise level as it is now.

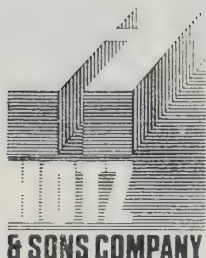
Should you require further information or monitoring, please contact the undersigned at 679-4682.

Yours truly,

A handwritten signature in cursive script, reading "F. Westaway".

F. Westaway  
Noise Control Officer  
City of Hamilton

FW/mt



April 23, 1990

Mr. V. Terluk  
Region of Hamilton-Wentworth  
Solid Waste - Division  
119 King St. W.  
13th Floor  
Hamilton, Ontario  
L8N 3Z9

Dear Mr. Terluk

Subject: Hotz & Sons  
Application for a Provisional  
Certificate of Approval  
Waste Transfer Station.

Hotz & Sons recently received from the Region of Hamilton-Wentworth permission to continue operating our Transfer Site under the conditions of Certificate of Approval No. 100180. It was noted from the Region's approval, that the Region of Hamilton-Wentworth had a concern that waste generated from outside the Hamilton-Wentworth may end up in their landfill site. We concur with the Region of Hamilton-Wentworth their above noted concern and we would like to work along with the Region to resolve this matter. Therefore, for your review we present the following options:

- 1) Hotz & Sons will not increase the percentage of tonnage being sent to the transfer stations.
- 2) Hotz & Sons will accept a tonnage level, established by the Region.

OFFICE:  
166 Ferguson Ave. North  
Hamilton, Ontario L8L 4Y4  
Bus. (416) 527-9266 Toronto (416) 842-8734  
FAX (416)

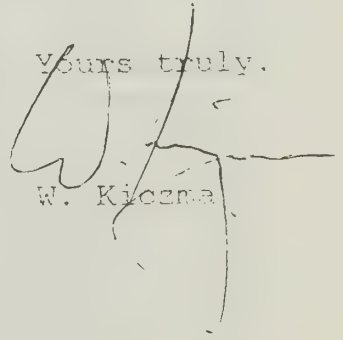
YARD:  
35 Lansdowne  
Sherman Ave.  
Ferguson Ave. N.  
Cathcart & Robert St.

3) Hotz & Sons will send only incinerable waste (as defined by the Region) to the transfer stations.

4) Hotz & Sons will not send any waste from it's transfer station to Hamilton-Wentworth transfer stations.

As we have already stated Hotz & Sons is willing to cooperate with the Region in any way to resolve this matter. We are willing to accept any one or a combination of any of the above noted options. Also, we will be available at your convenience to review this proposal or any proposal you may wish to present. Thank you for your cooperation in this matter.

Yours truly,



W. Koczma

c.c. Mr. M. Hotz  
Mr. W. Hillson  
Ms. J. Rayner

WVH/ch



MAR 19 1990

CITY CLERKS

119 King St W  
12th Floor - Box 2112  
Hamilton Ontario  
L8N 3Z9  
416/521-7640

119 ouest, rue King  
12e étage - Casier 2  
Hamilton (Ontario)  
L8N 3Z9  
416/521-7640

March 16, 1990

Mr. E. Simpson  
Clerk  
City of Hamilton  
71 Main St. W.  
Hamilton, Ontario  
L8N 3T4

Dear Mr. Simpson:

Re: Hotz and Sons Company Application for a Certificate of  
Approval for a Waste Disposal Site (Processing)

The West Central Region of the Ministry of the Environment has received an application from Hotz and Sons Company for the certification of a waste disposal site to be located at 245 Lottridge Street, Hamilton, Ontario. The property is zoned "K" (Heavy Industry).

The company has requested approval for the operation of a permanent indoor waste processing facility limited to 1.11 acres and an enclosed transfer and materials recovery station for non-hazardous solid industrial waste. The waste will be construction and demolition debris and wastes such as, concrete, rubble, scrap lumber, cardboard, paper, plastic film, drywall, miscellaneous metals, and roofing materials from selected industrial accounts. The site intends to receive and handle a storage capacity of 270 tonnes of solid non-hazardous industrial waste at any one time, 302 days per year.

The Province of Ontario is the intended service area and any site for which a Provisional Certificate of Approval has been issued that can accept waste, will be utilized for final disposal.

Hotz and Sons Company will be required to provide financial assurance in the form of a letter of credit, based on the cost of cleanup of the site and disposal of wastes on-site.

Please provide comments on the operation of this facility.

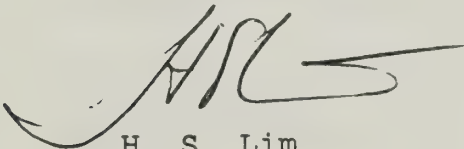


Hotz and Sons Company currently operates a temporary processing site, limited to 6 months of operation, which must cease operation on April 19, 1990, under Provisional Certificate of Approval No. A100130.

Hotz and Sons Company would like an extension of the previous 6-month temporary approval, should circumstances require current operations to cease. Please comment on the consideration of the above-mentioned circumstances.

In our review of this matter, we have concluded that a hearing by the Environmental Assessment Board under the Environmental Protection Act is not warranted and intend to recommend to the Director that a hearing not be held in this instance. As you may be aware, the Director has discretion under the Environmental Protection Act, Part V to hold a hearing on applications of this type if he feels it is warranted. Should Council wish to make comments with respect to its attitude on the need or otherwise for a hearing, it should do so by April 1, 1990.

Yours truly,

A handwritten signature in dark ink, appearing to be 'H. S. Lim', with a long horizontal stroke extending to the right.

H. S. Lim  
Head  
Approvals and Waste Management Unit  
West Central Region

AZ/en



5b)

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: July 13, 1990  
COMM FILE:  
DEPT FILE: (See  
Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

- a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.
- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Engineering be authorized and directed to register the by-laws.

*Ted Gill*

---

E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

- page 2 -  
July 13, 1990

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

*Ans*  
\*KML:ljm  
Encl.

cc: Mr. K. E. Avery, City Clerk  
Att: R. Morrison (encl.)  
cc: Ms. Patrice Noe Johnson, City Solicitor  
cc: Mr. F. Angelici, Planning Department



SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Butler Drive	Part of Lot 9 Con. 8, (formerly Barton Township) designated as Part 1, Plan 62R-10711	N/A	To complete the final width of Butler Drive and hook-up Butler Drive (as established by By-Law No. 10517 and Butler Drive on Plan 62M-661	S701-53
Anna Capri	Part of Block "AX", Plan M-145, west of that portion of Block "AX" (already incorp. into Anna Capri Drive by City of Hamilton By-Law No. 84-184	N/A	To provide access to Capri Drive, Plan M-145 from Parts of Lot 6, Con. 8 (Barton Twp.) designated as Parts 3, 5, 7, 9, 11 & 13, Plan 62R-11218	S701-41
Byng Street	Block 73, Plan 62M-633	N/A	To provide hook-up and access from Byng Street, Plan 62M-633 with Byng Street, Plan 62M-663	S715-24 S715-25
Byng Street	Reserve "B", Registered Plan No. 944	N/A	To provide hook-up and access from Byng Street, Plan 62M-663 and Byng Street, Registered Plan No. 944	S715-25
Dragoon Drive	Part of Parcel 11-5, Section Bar-8(c), being part of Lot 12, Conc. 8, former Township of Barton Subject to an easement as outlined in Inst. No. 219249L.T.	N/A	To provide hook-up and access from Dragoon Drive Plan 62M-589 and Upper Wellington Street	S723-34

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Limeridge Rd. E.	Part of Lot 11, Conc. 7, (formerly Barton Township) designated as Part 1 on Plan 62R-9960	N/A	To provide access to & from Part 2, Plan 62R-9960 and complete final width of Limeridge Road on the south side	S610-03
Silverton Drive	Part of Lot 5, Conc. 8 formerly Barton Township, designated as Part 8, Plan 62R-6969	N/A	To complete the final width of Silverton Avenue & provide access to & from Plan 62M-653	S610-01 S610-03
Aquila Place	Parts of Lot 11, Con. 7 formerly Barton Township designated as Part 1, Plan 62R-9668 and Part 1, Plan 62R-11157	N/A	To complete the final width of Aquila Place & provide access to and from Parts 1,2,3, Plan 62R-11157 to Aquila Place as shown on Plan 62M-579	S610-01 S610-03
Aquila Place	Parts of Lot 11, Con. 7 formerly Barton Township designated as Parts 1 and 2, Plan 62R-9645	N/A	To complete the final width of Aquila Place and provide access from Part 1, Plan 62R-5631 to to Aquila Place as shown on Plan 62M-579	S610-01 S610-03

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Rexford Drive	Part of Lot 3, Registered Plan 1059 designated as Part 2 on Plan 62R-10203	N/A	To provide the hook-up between the two portions of Rexford Drive as shown on Plan 62M-657	S610-03
Alconbury Drive	Part of Block 84, Plan 62M-603, designated as Part 2 on Plan 62R-10608	N/A	To complete the final width of Alconbury Drive Plan 62M-603 and provide access to & from Plan 62M-657	S708-54
Rondeau Street	All of Parcel Reserve -1, Section 62M-551, All of Block 20, Plan 62M-551	N/A	To complete the final width of Rondeau Street Plan 62M-551 & provide access & hook-up between Rexford Drive, Plan 62M-551 & Rexford Drive, Plan 62M-657	S718-54 S718-64
Brigade Drive	Block 124, Plan 62M-516, Block 147, 62M-502, and part of Block 146, Plan 62M-502	N/A	To repeal a previous By-Law No. 89-257, because the Registry Office would not accept the metes and bounds description contained in Schedule "A"	S723-34 S723-37





5c)i)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. Gill, P. Eng.  
COMMISSIONER OF ENGINEERING

DATE: June 20, 1990  
COMM FILE: 3-11.9.12  
DEPT FILE: T103-23(5)  
ID#mlm

SUBJECT

Temporary Street Closure for a Sidewalk Sale on Summit Drive in Hamilton, July 14, 1990.

RECOMMENDATION

That the action of the Commissioner of Engineering in authorizing:

The application of the Concession Street B.I.A. to temporarily close Summit Street between Concession Street and Mountain Park Drive on Saturday July 14, 1990 from 9:00 a.m. to 4:00 p.m. to hold a sidewalk sale subject to the following conditions:

- a) That the applicant receive a "Temporary Street Closure Application" approval form the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if cleaned appropriate on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- e) That the Applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

Continued...


-Page 2-

June 20, 1990

Temporary Street Closure for a Sidewalk Sale on Summit Drive in Hamilton, July 14, 1990.

- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the sale by the applicant at least three weeks prior to the event in a form acceptable to the Commissioner of Engineering.

be approved.

  
\_\_\_\_\_  
E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

#### FINANCIAL IMPLICATIONS


N/A

#### BACKGROUND

A request has been received from Ms. M. MacNamara, agent on behalf of the Concession Street B.I.A., to hold a sidewalk sale on Saturday June 14, 1990 from 9:00 a.m. to 4:00 p.m. on Summit Drive from Concession Street to Mountain Park Drive.

Both sides of Concession Street From East 18th Street to East 25th Street will be used for the sale and a report will be submitted to Regional Council.

The Regional Police Department have reviewed the temporary closure and they indicate that appropriate traffic control and detour routes can be provided.

 JKC:mlm

cc: Staff Sgt. Martin, Regional Police Department  
cc: J. G. Pavelka, Director of Public Works  
cc: M. F. Main, Director of Traffic Service

5c)ii)

F O R   A C T I O N

REPORT TO:   MR. J. SCHATZ, SECRETARY  
TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM:       E. M. GILL  
ACTING COMMISSIONER OF ENGINEERING

DATE:   July 6, 1990  
COMM FILE:   3-11.9.1  
DEPT FILE:   T103-23

SUBJECT:

Temporary Street Closure - The Canadian Dairy Bureau Cycling Challenge.

RECOMMENDATION:

That the following City Streets be closed from 10:00 a.m. to 2:00 p.m. on Friday, September 28, 1990, in order that Hollis Communications Inc. may hold a bicycle race:

- i)     Hess Street between Main Street and Hunter Street.
- ii)    Caroline Street between Main Street and Hunter Street.
- iii)   MacNab Street between King Street and Hunter Street.
- iv)    Hughson Street between Main Street and Hunter Street.
- v)     Catharine Street between Main Street and Hunter Street.
- vi)    Walnut Street between Main Street and Hunter Street.
- vii)   Hunter Street from Queen Street to Walnut Street.

during the pleasure of City Council provided:

- a)     That Council of the Region of Hamilton-Wentworth approve the proposal;
- b)     That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- c)     That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate on the affected roadways, at the expense of the organizing group;
- d)     That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at not cost to the City;



Temporary Street Closure - The Canadian Dairy Bureau Cycling Challenge.

- e) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provision of cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- f) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event.
- g) That no property owner or resident within the barricaded area will be denied access to their property upon request; however, no vehicular traffic will be permitted on the race course between 10:00 a.m. to 2:00 p.m. on the race day.
- h) That all property owners and tenants along the closed portion of the route be notified of the roads by the applicant at least four week prior to the event in a form acceptable to the Commissioner of Engineering.



---

E. M. Gill, P.Eng.  
Acting Commissioner Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Brian Cooper on behalf of Hollis Communications to hold a bicycle race on Friday, September 28, 1990 from 10:00 a.m. to 12:00 noon.

The request is to temporarily close Hess Street, Caroline Street, MacNab Street, Hughson Street, Catharine Street and Walnut Street from Main Street to Hunter Street and Hunter Street from Queen Street to Walnut Street.

Mr. Cooper of Hollis Communications informed our Department that this event will draw elite cyclist from over 35 countries including the top 20 professionally ranked cycle teams in the world.



-Page 3-  
July 6, 1990

Temporary Street Closure - The Canadian Dairy Bureau Cycling Challenge.

The Grand Prix Cycliste des Ameriques, which is a sister race to the Canadian Dairy Bureau Challenge draw an estimated 200,000 spectators in Montreal and the applicant is anticipating large crowds for this event in Hamilton.

We have contacted the various municipal departments and public utility companies and have received no objections. The Regional Police Department has reviewed the route of the race and indicated that appropriate traffic control and detour routes can be provided for.

A report for the closure of the Regional roads affected by this event will be submitted to Regional Council for their approval.

 JKC:ccc

cc: Staff Sgt. W. Martin, Regional Police Department  
cc: J. G. Pavelka, Director of Public Works  
cc: M. F. Main, Director of Traffic Services



5d)

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.  
ACTING COMMISSIONER OF ENGINEERING

DATE: July 12, 1990  
COMM FILE: 3-11.10.2  
DEPT FILE: 821-55

SUBJECT

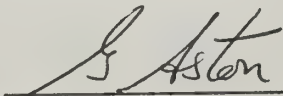
Proposed construction of Independent Concrete Sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue.


RECOMMENDATION

a) That the Transport and Environment Committee recommend to City Council that subject to funding the construction of an independent concrete sidewalk at the following locations be proceeded with as a local improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of \$120,225.63 as provided for in the 1990 portion of the 1990-1994 Capital Budget as Project No. 041-30000 - City share (\$27,657.63) and Project No. 210-30000 - Owner's Share (\$92,568.00).

- i) Upper Paradise Road, east-side, from Stone Church Road West to Gemini Drive;
- ii) Upper Paradise Road, west side, from approximately 80 metres north of Stone Church Road West to approximately 130 metres north of Stone Church Road West;
- iii) Upper Paradise Road, east side, from approximately 30 metres north of Gemini Drive to approximately 105 metres north of Gemini Drive;
- iv) Upper Paradise Road, west side, from approximately 40 metres north of Novoco Drive to approximately 85 metres south of Trevi Road;
- v) Upper Paradise Road, east side, from approximately 45 metres south of Greenshire Drive to Greenshire Drive;
- vi) Upper Paradise Road, west-side, from the south limit to the north limit of 726 Upper Paradise Road;
- vii) Upper Paradise Road, west side, from the south limit to the north limit of 716 Upper Paradise Road;
- viii) Upper Paradise Road, west side, from Gosford Drive to approximately 125 metres north of Gosford Drive;

- ix) Upper Paradise Road, east and west side, between the limits of the Freeway Lands;
  - x) Upper Paradise Road, east side, from the south limit of 635 Upper Paradise Road to 29 metres south of the north limit of 615 Upper Paradise Road;
  - xi) Upper Paradise Road, west side, from the north limit of the Freeway Lands to the south limit of 632 Upper Paradise Road; and
  - xii) Upper Paradise Road, west side, from 115 metres north of Hadeland Avenue to a point 190 metres north of Hadeland Avenue.
- 
- b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project.
  - c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,
  - d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

  
\_\_\_\_\_  
E. M. GILL, P. Eng.

 Acting Commissioner of Engineering

#### FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1990-1994 Capital Budget as Project No. 041-30000 - City's Share and Project No. 210-30000 - Owner's Share.

The estimated cost per metre for an independent concrete sidewalk is \$84.00. The property owners will be charged this rate or the actual cost, whichever is less.



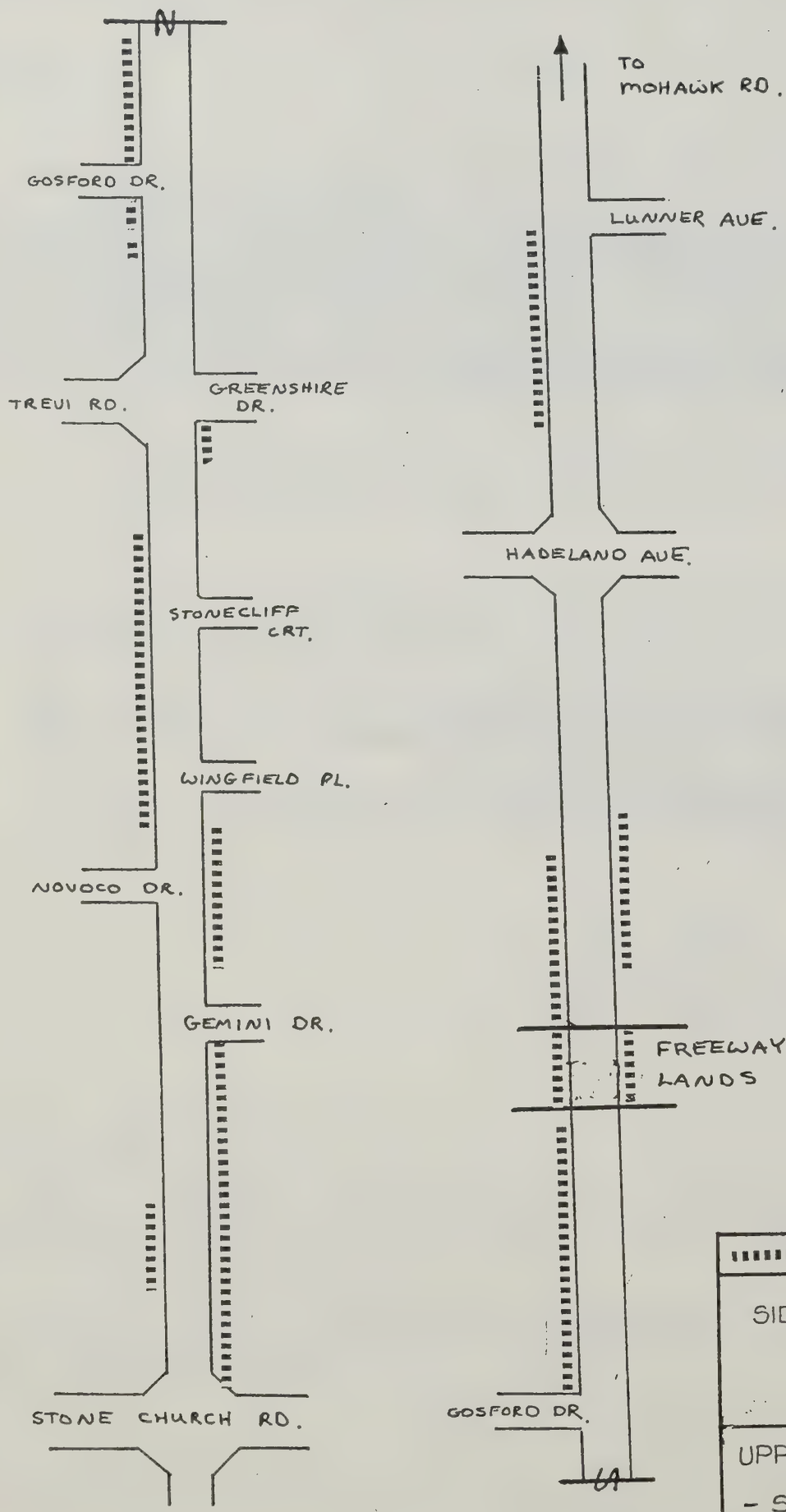
-Page 3-  
July 11, 1990

BACKGROUND

The Region will be undertaking the construction and widening of Upper Paradise Road between Stone Church Road and Lunner Avenue during the 1990 construction season. It would be expedient to construct sidewalks in conjunction with the road and curbs to provide a safe walking surface for pedestrians. The location of the proposed work is shown on the attached plan. Land that is required to construct these works is currently being purchased by the Region.

*MR* LR:mlm  
Encl.

cc: E. C. Matthews, City Treasurer  
G. Lawson, Commissioner of Finance  
V. J. Abraham, Director of Local Planning  
K. Avery, Clerk, City of Hamilton  
D. Onishi, Director of Engineering Services  
P. Noë Johnson, City Solicitor



PROPOSED

SIDEWALK CONSTRUCTION  
AS A LOCAL  
IMPROVEMENT

UPPER PARADISE ROAD  
- STONE CHURCH ROAD  
TO LUNNER AVENUE

5e.)

FOR ACTION

REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

DATE: 1990 July 16

FROM: E. M. GILL, P. Eng.  
Acting Commissioner of Engineering

DEPT FILE: T104-90

T101-04

800-0602.3B

COMM FILE: 3-11.2

SUBJECT:

Replacement of Decorative Light Fixtures on John and Hughson Streets

RECOMMENDATION:

- a) That the decorative light fixtures on John and Hughson Streets within the Downtown Core be replaced at a total cost to the City of twenty-seven thousand, four hundred and seventy-one dollars and fifty cents (\$27,471.50).
- b) That the Acting Commissioner of Engineering be authorized to issue a Purchase Order to Weinmann Electric Limited from Fort Erie, Ontario, in the amount of twenty-seven thousand, four hundred and seventy-one dollars and fifty cents (\$27,471.50) to complete this work.

*Ted Gill*

E. M. Gill, P. Eng.  
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The total cost of replacing the streetlighting will be \$ 54,943.00. Weinmann Electric Limited has agreed to share 50% of this cost. Staff are in agreement with this proposal as the lighting, although still under maintenance by the contractor, had been approved by staff for original installation and will undoubtedly continue to cause problems after the maintenance period has expired. The cost to install new lighting at that time would be at 100 % City expense.

Funds for luminaire replacement will be provided from account 52045 - 56325 (Streetlighting - Electrical Services) of the 1990 Current Budget. Included in this account are funds for decorative streetlighting and small project reconstruction, which in combination will provide sufficient funding for the recommended works.

cont'd

-page 2-  
July 16, 1990

Replacement of Decorative Light Fixtures on  
John and Hughson Streets

cont'd...

BACKGROUND

Under Phase IIIB of the Downtown Action Plan, luminaires were supplied and installed on John and Hughson Streets by the contractor Delta Ready Mix in 1986 and 1987. Over the last two years these luminaires have caused considerable maintenance problems. Both the manufacturer - Idealite - and the electrical sub-contractor - Weinmann Electric - have replaced or repaired over 30 of the ballasts but the problem continues to occur. After considerable review, it is the opinion of the electrical engineer in the Engineering Department that these fixtures should be removed and new fixtures, as supplied by Lightolier, installed. Attached as Schedule "A" is a letter from Wienmann Electric proposing the use of Lightolier fixtures.

LR:mlm

cc: Ms. H. Bui, Electric Engineer  
Engineering Department

cc: Mr. S. Barley, Electrical and Instrumental Technologist  
Engineering Department

cc: Mr. E. Matthews, Treasurer  
Treasury Department

cc: Mr. E. W. Kowalski, Director  
Community Development Department



✓A



P.O. BOX 75 • 10 DUFFERIN STREET • FORT ERIE, ONTARIO L2A 5M6

March 30, 1990

The Corporation of the City  
of Hamilton  
Community Development Department  
City Hall, 71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Attention: Ms. J. McNeilly,  
Co-Ordinator of Community  
Renewal

Ref: Phase III Downtown Action Plan, Streetlight Luminaires

Dear Ms. McNeilly:

For your consideration, we are submitting our estimate to replace the luminaires installed under the Phase III Downtown Action Plan. Our estimate is based on supplying and installing the following:

80 - Lightolier # EAA5521X05 175W M/V 120V  
units c/w 18" clear globe and WAA  
1801-13" arm.

12 - Lightolier #EAA5521X05 175W M/V 120V  
units c/w frosted globe and WAA  
1801-13" arm.

Lump sum cost for the above is \$54,943.00.

Your early response to our submission will be appreciated.

Yours truly,

WEINMANN ELECTRIC LIMITED

K. Dieter Weinmann,  
President.

KDW : d s

FILE NO.....  
LETTER NO.....  
JUL 0 1930

Apr 4/90  
800-0602,3  
1039-40

90/4/5

We will  
get another letter  
from Weinman  
stating that they will  
share 50/50



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 528-4170

131

MEMORANDUM

DATE: 1990 April 9

TO: Mr. E.W. Kowalski, Director of  
Community Development,

FROM: Mr. S. Barley CET  
Electr/Instr. Technologist

Refer to File No.  
Attention of E560-20  
Your File No.

RECEIVED  
APR 10/90  
800-0602.3  
1041-00  
ER  
90/4/10  
D.K.

Attention: Ms. J.M. McNeilly, Co-ordinator of Community Renewal

Dear Jacqueline:

RE: D.A.P. Phase III - Fixture Replacement

As per your fax (April 4, 90) and our telephone conversation of April 6, 90, following are my comments;

1. Will new lamps be provided with the fixtures?  
answer - J.M. says yes
2. Is the pole arm mounting the same?  
answer - J.M. says manufacturer (Lightolier) will ensure mounting pattern will be the same
3. Quantity of fixtures (92) will allow for 3 spare fixtures (fixtures removed from poles H6 and J18 due to damage prone location and store owners request), will these fixtures be available as spares?  
answer - J.M. says yes
4. Quoted price of \$54,943.00 installed is an acceptable price.
5. Fate of removed fixtures?  
answer - J.M. says they will be turned over to the City for disposal or storage, J.M. will investigate possible storage areas (no room available at 700 Woodward Avenue).
6. What warranty will be offered on these replacement units?  
answer - J.M. says only a manufacturers warranty will apply, the City will be responsible for any labour costs.

(cont'n)

The proposal put forth by Weinmann Electric Ltd to replace all phase III fixtures, on a cost sharing basis appears to offer an acceptable solution to the existing phase III fixture problem (ie - continuous ballast failure), therefore we suggest you proceed on this basis.

I have reviewed this situation with Ms Hong Bui and she is in agreement with this solution.

Please advise when, and if the work is scheduled so we may monitor and inspect the work.

If you have any questions or require further information, please call Steve Barley at 546-4484.



SB;sb





5f)

T104-90  
G. Aston

## FOR ACTION

TO: Ms. T. Agnello

FROM: E. M. Gill, P. Eng.  
Acting Commissioner of Engineering


DATE: 1990 July 16  
DEPT FILE:  
COMM FILE:

### SUBJECT:

McNab Street curb Reconstruction at York Blvd

### Recommendation

That the curb at the north-east corner of McNab Street and York Blvd be altered to permit two-way operation of McNab Street, and that the Commissioner of Engineering be authorized to undertake this work at an estimated cost of \$15,000 as part of the 1990 Reconstruction Programme.

  
E. M. Gill, P. Eng.

Acting Commissioner of Engineering

### FINANCIAL CONSIDERATIONS

The work is estimated to cost \$15,000 and has not been specifically provided for in the City's budget. Sufficient funds are available in the 1990 Reconstruction Programme. However, the work to be done under the Supplementary Programme will be reduced by this amount.

### BACKGROUND

On May 1, 1989, your Committee approved the change in traffic operation of McNab Street, north of York Blvd., from one-way to two-way. This provided improved access to the new Eaton's complex, Hamilton Farmers Market and the Parking Garage. In order to align the exit from the Eaton's underground parking area with the lanes on McNab Street, it is necessary to alter the north-east curb of McNab Street from York Blvd. to approximately 20 m northerly.

GS:lm



6.

FOR ACTION

REPORT TO: Chairman and Members  
Transport and Environment Committee

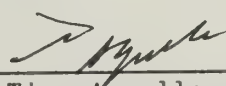
FROM: Ms. Tina Agnello, Secretary  
Transport and Environment Committee

DATE: 1990 July 18  
COMM FILE:  
DEPT FILE:

SUBJECT: WATER POLLUTION CONTROL FEDERATION CONFERENCE  
WASHINGTON, D.C. - OCTOBER 7 TO 11, 1990

RECOMMENDATION:

That the Chairman or his designate be authorized to attend the Water Pollution Control Federation Conference to take place on October 7 to 11, 1990 in Washington D.C.

  
\_\_\_\_\_  
Ms. Tina Agnello, Secretary  
Transport and Environment Committee

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Costs for attendance of Conference are to be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

BACKGROUND:

Further information can be obtained from the Secretary, Transport and Environment Committee





7a)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 June 15

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

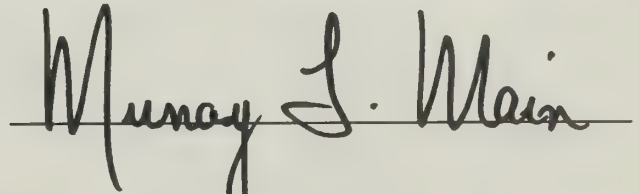
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

No. 80 Somerset Avenue - Discharge of Residential Boulevard Parking Agreement [TEC-141-90]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 333446 C.D. to the property at No. 80 Somerset Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

In accordance with the present City Council policy, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

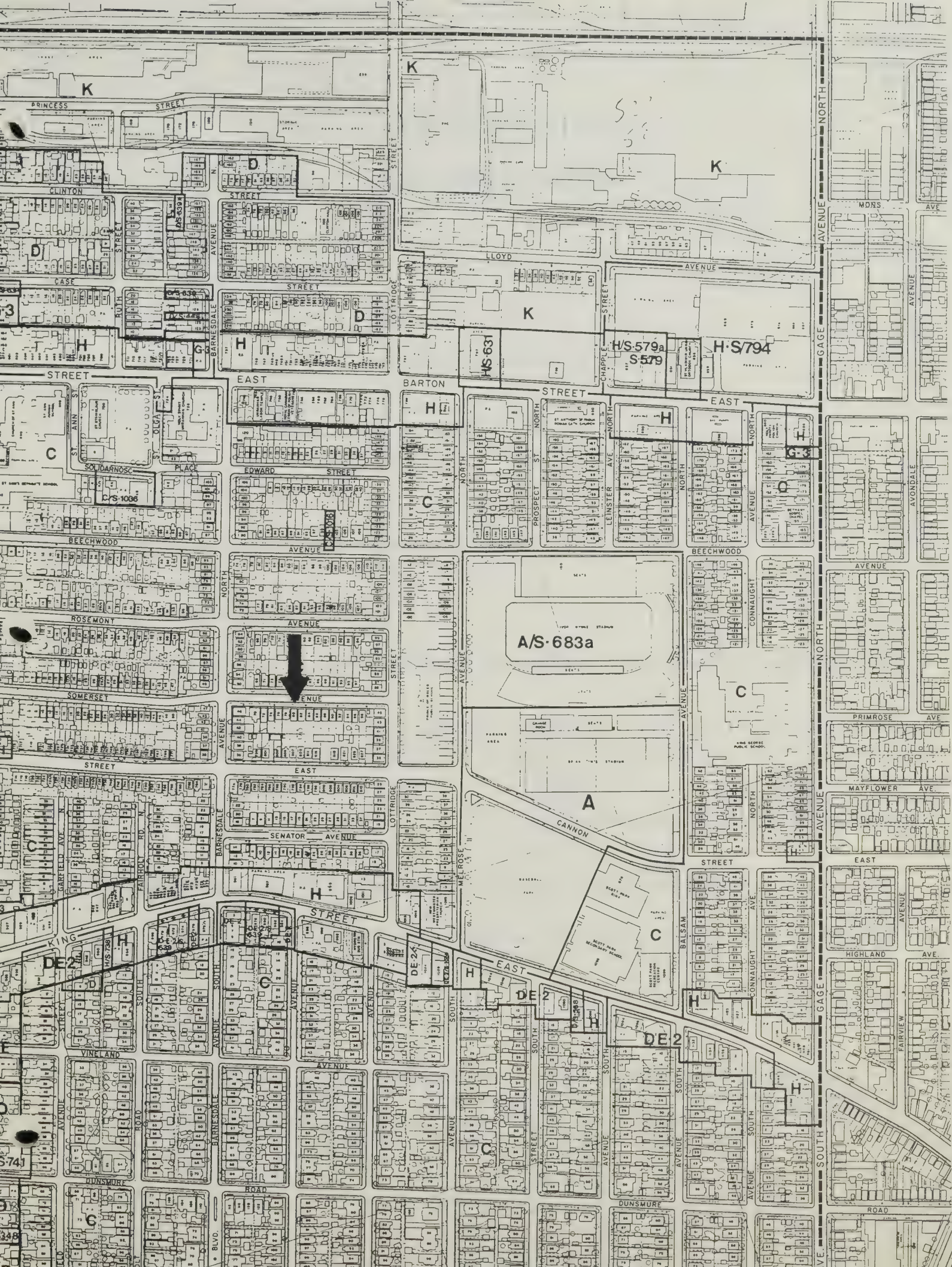
BACKGROUND:

In 1985, the Traffic Department approved an application by the owner of the property at No. 80 Somerset Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1985 November 13.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with this request.

cc: Mrs. P. Noe-Johnson  
City Solicitor









76)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 July 13

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

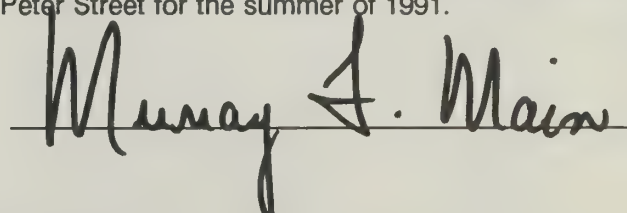
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

Locke Street North at Peter and Napier Streets - Request for a School Crossing Guard [TEC-142-90]

**RECOMMENDATION:**

- a) That a school crossing guard be assigned to the intersection of Locke Street North and Peter Street; and
- b) That the summer school crossing guard at the intersection of Locke Street and Napier Street be relocated to the intersection of Locke Street and Peter Street for the summer of 1991.

A handwritten signature in black ink, reading "Murray F. Main", written over a horizontal line.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of assigning a school crossing guard to this location on a full-time basis.

**BACKGROUND:**

Alderman Mary Kiss has requested that a school crossing guard be assigned to the intersection of Locke and Napier. The subject intersection is a "T" type intersection, and presently, westbound traffic on Napier is required to stop for northbound and southbound traffic on Locke. Presently, there is a school crossing guard assigned to this intersection for the summer months.

The Traffic Department conducted studies at Locke and Napier on 1990 April 26, and observed 79 crossing movements by elementary school children across Locke and 15 crossing movements across Napier during the three school crossing periods. The Traffic Department has concluded that the majority of children who crossed at this location were very young and were uncertain when to cross. Also, several children crossed north of this location at Peter or at Florence. Therefore, to assist the children crossing and to encourage all the children to cross at the same location, the Traffic Department recommends that a school crossing guard be assigned to the intersection of Locke and Peter which is only approximately 100 meters north of Napier. Moreover, the proposed crosswalk would be directly in front of the school such that children will not have to walk out of their way to cross at this centralized crossing. It would also be appropriate to relocate the summer crossing guard to Locke and Peter such that the motorists and pedestrians are aware of where the supervised crossings will take place at all times of the year.

Traffic Department records indicate that there have been two reported collisions at the intersection of Locke and Peter in the past seven years. One of these collisions involved a 13 year old female who ran into the path of a southbound motorist. Also, records indicate that the intersection of Locke and Napier has experienced an average of 0.53 collisions per year over the past seven years. There was one pedestrian collision at this intersection which involved an unidentified pedestrian who fell off a snow bank onto a southbound vehicle. The driver of this vehicle reported the collision.









CITY COUNCIL  
HAMILTON, CANADA

## Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 525-5932 - WARD 1

Date: July 3, 1990

Memo To: Chairman and Members of the Transport & Environment Committee  
Murray Main, Director of Traffic Services

From: Alderman Mary Kiss

Re: My request for an extension of the School Traffic Crossing  
Guard to an all year Program - Locke & Napier

\*\*\*\*\*

Reference is made to my request of April 11th in response to members of the community and concerned parents for an extension of the above school Traffic Crossing Guard program.

Thank you for preparing a report in support of a school guard at the corner of Locke & Peter Streets for the next meeting of the committee. This should provide a safe crossing for all of the Chairman's children of the area.

MK/ha

*Mary Kiss*

c.c: The Secretary, Mr. J. Schatz, Transport & Environment Committee JUL 06 1990



7c).

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 12

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

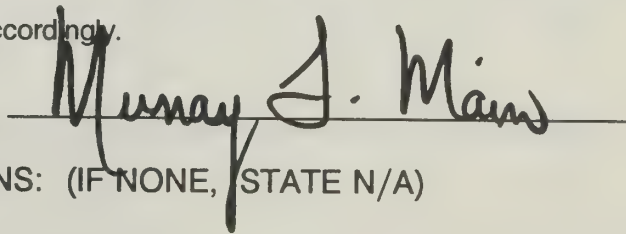
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

North side of Ravenbury Drive in front of Lincoln Alexander School - Relocation of School Bus Loading Zone [TEC-158-90]

#### RECOMMENDATION:

- a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Ravenbury Drive which commences five feet east of the extended curb line of Rama Court and extends to a point 80 feet easterly therefrom be relocated such that the regulation commences 37 feet east of the extended curb line of Rama Court and extends to a point 80 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

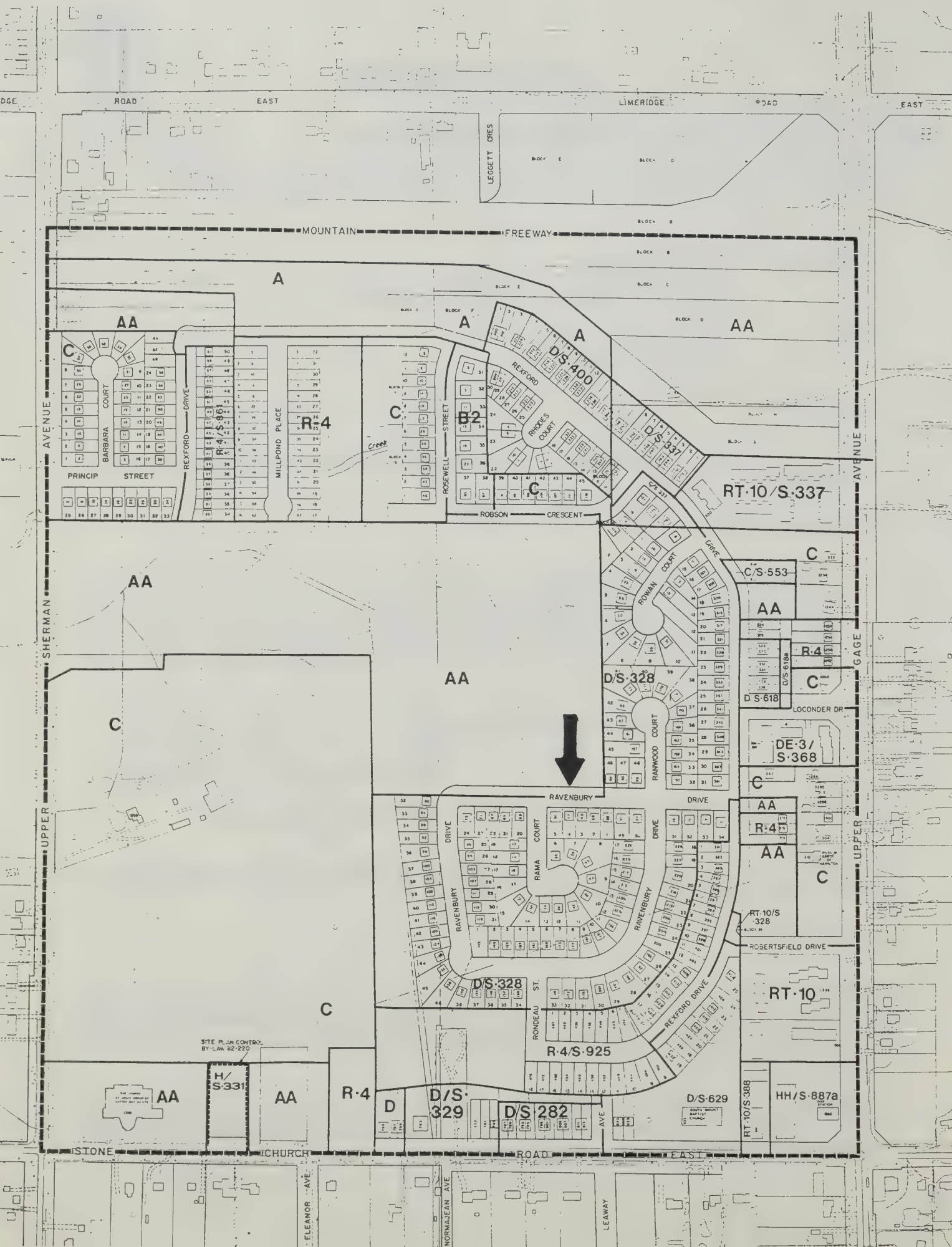
FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

#### BACKGROUND:

The Traffic Department has received a letter from Ms. Susan Wilson of the Board of Education for the City of Hamilton, advising of a safety concern that when two buses are stopped in the school bus loading zone on the north side of Ravenbury in front of Lincoln Alexander School, the stop sign at the intersection of Ravenbury and Rama is not visible.

An investigation has confirmed that the stop sign for westbound motorists on Ravenbury is not visible when buses are stopped in the school bus loading zone. Therefore, the Traffic Department recommends relocating the school bus loading zone 32 feet to the east.



AA

A

AA

AA

AA

C/S-553

AA

R-4

C

DE-3/S-368

C

AA

AA

C

RT-10/S-328

ROBERTSFIELD DRIVE

RT-10

RT-10/S-388

HH/S-887a

AA

H/S-331

AA

R-4

D/S-329

D/S-282

D/S-629

SITE PLAN CONTROL BY L.A.M. 22-220



7d)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 10

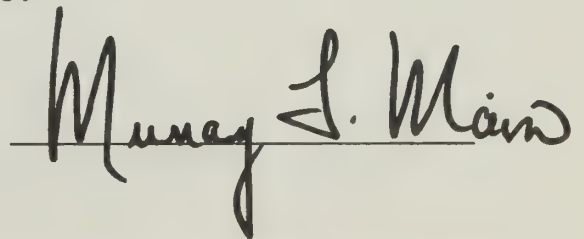
REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Truck Routes in the vicinity of Aberdeen and Dundurn. [TEC-157-90]

#### RECOMMENDATION:

- a) That Chatham Street be designated as a truck route between Dundurn Street and Frid Street; and
- b) That Frid Street be designated as a truck route from Chatham Street to Main Street West; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of revising the truck route signing in this area.

#### BACKGROUND:

Attached for the Committee's information is a copy of report DT-52-90, respecting the deletion of Aberdeen Avenue between Longwood and Dundurn Street and Dundurn Street between Aberdeen and Chatham from the truck route system. The recommendations were approved by the Engineering Services Committee on 1990 July 9.

Approved recommendation c) is "That the City of Hamilton be requested to add Chatham Street from Dundurn to Frid and Frid Street from Chatham to Main Street to the City's Truck Route System". As outlined in the report, both Chatham and Frid are abutted entirely by industrial and commercial land uses and designating these streets as truck routes should not create any difficulties. The Regional Engineering Department has reviewed the roadway widths and bridge structures, and has advised that both of these streets could be designated as truck routes.





Approved by RESC 1990 July 09.

2.5

## REGION OF HAMILTON-WENTWORTH

### - RECOMMENDATION -

DATE: 1990 June 27

REPORT TO: Chairman and Members,  
Engineering Services Committee

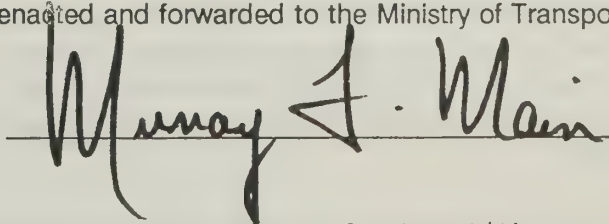
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

Aberdeen Avenue, Longwood to Dundurn and Dundurn, Aberdeen to Chatham - Deletion from truck route system [DT-52-90]

#### RECOMMENDATION:

- a) That Aberdeen Avenue from Longwood Road to Dundurn Street be deleted from the Regional Truck Route System; and
- b) That Dundurn Street South from Chatham to Aberdeen be deleted from the Regional Truck Route System; and
- c) That the City of Hamilton be requested to add Chatham Street from Dundurn to Frid and Frid Street from Chatham to Main Street to the City's Truck Route System; and
- d) That an appropriate amending by-law be enacted and forwarded to the Ministry of Transportation for approval.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The necessary funds to manufacture, erect and remove the required signs are in the Traffic Department 1990 current budget.

## BACKGROUND:

Residents of Aberdeen Avenue between Longwood and Dundurn and also east of Dundurn, have complained through the ward Councillors about the presence of heavy vehicles on the street. Aberdeen Avenue from Longwood to Dundurn is part of the Regional truck route system while Aberdeen Avenue east of Dundurn is not.

On 1990 June 14, the Truck Route Sub-committee of Engineering Services Committee met. One of the items on the agenda was a staff recommendation to delete Aberdeen Avenue from Dundurn to Longwood and Dundurn from Aberdeen to Chatham from the truck route system.

Staff was asked to make further investigations in two areas: a) whether the number of trucks on Aberdeen Avenue is substantially higher due to the Main Street construction and associated detours and b) whether substantial inconvenience and confusion might occur to trucks having legitimate destinations in the area, if the truck route system was changed.

Historically, truck volumes just east of Dundurn (on the portion of Aberdeen which is not a truck route) have numbered approximately 70 to 90 during the 7 hour period for which the Traffic Department regularly counts (7 a.m. to 10 a.m., 2 p.m. to 6 p.m.). An estimate of the 24 hour volume would be perhaps twice this number of trucks. There are very few destinations for which a truck legitimately be travelling east of Dundurn on Aberdeen Avenue. It is concluded that removing the portion of Aberdeen Avenue from Longwood to Dundurn from the truck route would help to reduce overall truck volumes and illegal movements.

Truck volumes during the Main Street closure are approximately 130 in the 7 hour counting period. While an increase has occurred, it is clear that there is a substantial volume of trucks which could be eliminated from using Aberdeen Avenue.

One of the principles of the truck route system is that of continuity. A truck route must not end in a "dead-end".

Under the proposal, vehicles exiting Highway 403 at Aberdeen Avenue will be required to turn left and travel north on Longwood Road.

To avoid having trucks drive through neighbourhood streets, Dundurn Street South, from Main Street to Chatham Street should be retained as a truck route. Dundurn from Chatham south to Aberdeen should be deleted from the truck route system. This will minimize through travel on Aberdeen Avenue. To maintain the continuity of the truck route system a loop will be created, using the portion of Dundurn Street from Main to Chatham and by adding Chatham Street and Frid Street to the truck route system. Since Chatham and Frid are City streets a request will have to be made of the City of Hamilton to add these two streets to truck route system.

Both Chatham and Frid are entirely industrial and commercial in land use, and designating them as truck routes should not create any difficulties. The Engineering Department has reviewed the roadway widths and bridge loading designs and is satisfied that both streets are acceptable as truck routes.

Trucks legitimately destined for points on Aberdeen Avenue east of Longwood Road (such as the multi-modal transfer station) will still travel via Highway 403 or Longwood Road to the intersection of Aberdeen and Longwood and then easterly as permitted by the truck route regulations. To return to the truck route

system, they will not be permitted to travel easterly. Trucks returning to the truck route system will be required to return westerly to the intersection of Aberdeen and Longwood.

Traffic from east of the centre of Hamilton heading to Aberdeen and Longwood will no longer be permitted to travel west along York Boulevard, south on Dundurn Street and then east on Aberdeen Avenue. These trucks will now be required to travel on Dundurn Street to King Street, use Highway 403 to the Aberdeen Avenue exit and travel easterly from Highway 403 to Aberdeen and Longwood. This is not a particularly complicated route and it encourages the use of the provincial highway system rather than City of Hamilton Streets. Once the trucking companies become familiar with the new truck route regulations, this should not pose any difficulties.









CITY COUNCIL  
HAMILTON, CANADA

*Tiss - Air Clerks.*

## Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 525-5932 - WARD 1

Date: July 3, 1990

Memo To: Murray Main, Director of Traffic Services

From: Alderman Mary Kiss

Re: Aberdeen Ave: Non-Heavy Truck Route designation  
from Longwood to Dundurn Street.  
Request of Alderman Mary Kiss.

\*\*\*\*\*

Reference is made to my previous requests for designation of the above road as a non-heavy Truck Route and to my request for placement of this matter on the July 23rd Transport Committee Meeting.

Residents are complaining about noise and air pollution 24 hours a day and destruction of the road base by too heavy trucks.

Please confirm in writing that this matter will be on the Agenda of the July 23rd Meeting.

*Mary Kiss*  
MK/ha

C.c: Alderman Henry Merling  
Chairman of the T & E Committee

C.c: Secretary of the Transport & Environment Committee

C.c: Chairman & members of Regional  
Engineering Committee

JUL 06 1990



7e)

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 July 09

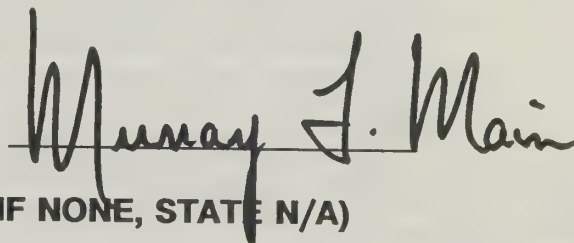
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** East side of East 36th Street, north of Munn Street - taxi stand. (TEC-163-90)

**RECOMMENDATION:**

- a) That a taxi stand to be in effect from 7:00 a.m. to 6:00 p.m., Monday to Saturday, be implemented on the east side of East 36th Street commencing at a point 158 feet north of Munn Street and extending to a point 44 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The Traffic Department has received a request from the Board of Education for the City of Hamilton requesting that a taxi stand be implemented in front Peace Memorial School on the east side of East 36th Street, north of Munn Street, to accommodate two taxis. Presently, parking is prohibited between 7:00 a.m. and 6:00 p.m., Monday to Saturday on the east side adjacent to Peace Memorial School.

Loading and unloading by all vehicles is presently permitted in the "No Parking" area along the frontage of the school. However, taxis transporting "Special Need" students are frequently forced to stop in the middle of the road, or long distances away from the front door because the area is heavily occupied by parents stopping to pick up and drop off their children. Therefore, in order to reserve an area for taxis to stop while picking up and dropping off "Special Need" students at the front door of Peace Memorial School, the Traffic Department concurs with the request for a taxi stand.





CPRI

H/S 534-234  
G/S 234

H/S 585



7f)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 July 16

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

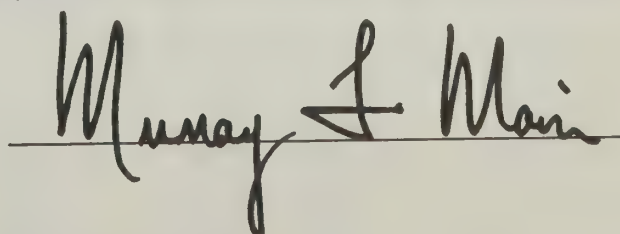
**SUBJECT:**

Dismatsek Holdings Inc., 190 Locke Street South - Application for Boulevard Parking [TEC-149-90]

**RECOMMENDATION:**

That the application by Dismatsek Holdings Inc. to lease a portion of the boulevard of Melbourne Street adjacent to 190 Locke Street South be approved, provided that:

1. That the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$106.70 per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
2. The owner pays a one time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
3. The owner pays a one time \$160.05 processing fee, as approved by the City Council on 1990 March 27.
4. The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
5. The parking area be constructed and maintained at the owner's expense.
6. The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Revenue from the leasing of this boulevard would be \$106.70 per year.

**BACKGROUND:**

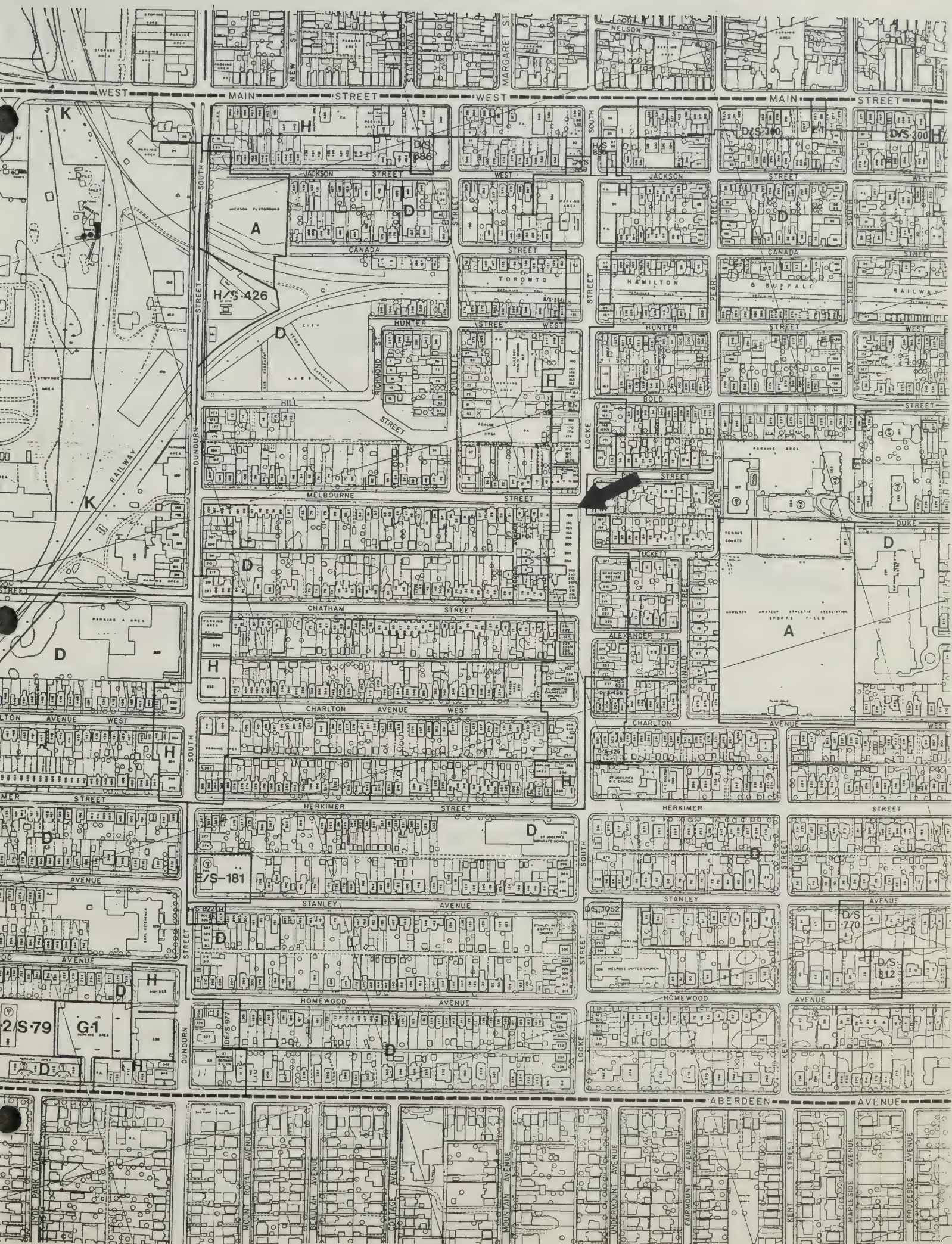
Dismatsek Holdings Inc., 190 Locke Street South, has applied for permission to lease a portion of the road allowance of Melbourne Street adjacent to this property to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of \$301.75 which represents the first annual leasing fee (\$106.70) and encroachment insurance (\$10.00) as well as the one time registration fee (\$25.00) and the one time processing fee (\$160.05).

cc: Ms. Patrice Noe-Johnson  
City Solicitor











7g).

**CITY OF HAMILTON  
- RECOMMENDATION -**

DATE: 1990 July 16

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

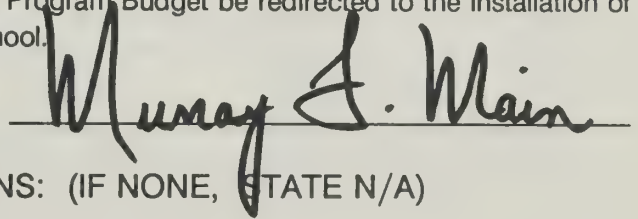
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Limeridge Road at St. Jerome's School - Installation of a Traffic Signal [TEC-174-90]

**RECOMMENDATION:**

That \$35,000 from the 1990 City Road Reconstruction Program Budget be redirected to the installation of a traffic signal on Limeridge Road at St. Jerome's School.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:** (IF NONE, STATE N/A)

All costs associated with this work will be covered by existing budgets.

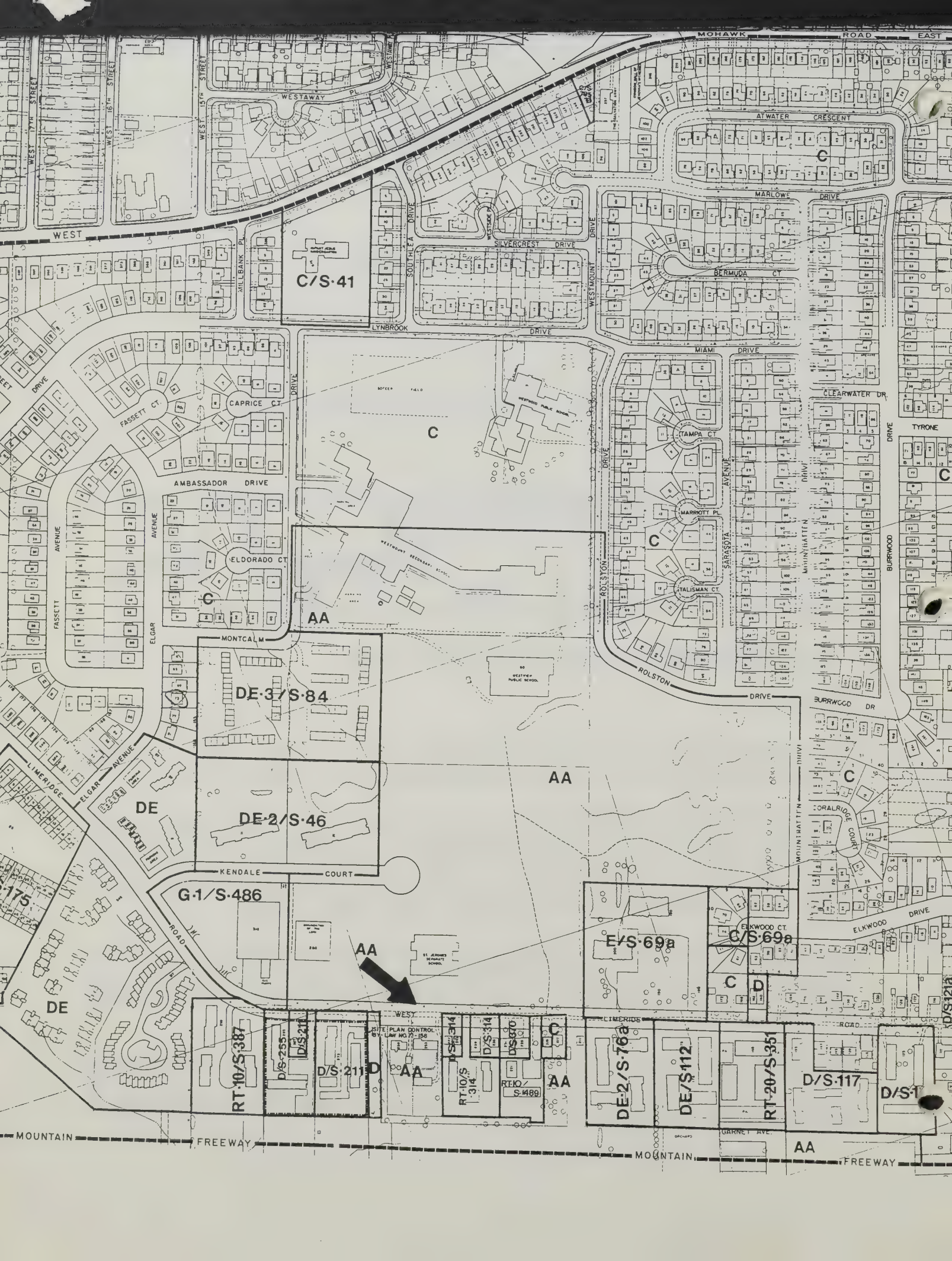
**BACKGROUND:**

At the Transport and Environment Committee meeting of 1990 June 18, the Traffic Department was directed to pursue the installation of a traffic signal on Limeridge Road at about St. Jerome's School.

A preliminary design has estimated the cost to the City to be approximately \$35,000. Since it was not anticipated that there would be a warranted City traffic signal in 1990, insufficient funds exist within City signal budget to cover the cost of this work. In consultation with the Regional Engineering Department it has been determined that the required funds are available from the 1990 Road Reconstruction Program budget. It is recommended that \$35,000 be transferred from this Capital Account.

The installation of this traffic signal will be given a high priority. However, the lead time to install a traffic signal is usually at least 12 weeks, since specialized equipment is required and provincial legal approval must be retained. It is anticipated that, barring non-supply of materials, the traffic signal should be installed by late September or early October.

Even though the funds will come from a capital account and be set up with a capital account number, the Regional Engineering Department has advised that the City Treasurer concurs that this item should not require the approval of the Finance and Administration Committee, since only the Transport and Environment Committee deals with the Reconstruction Program.



C/S-41

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DE-3/S-84

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DE-2/S-46

G-1/S-486

AA

E/S-69a

C/S-69a

RT-10/S-387

D/S-255

D/S-211

D/S-211

AA

RT-10/S-314

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DE-2/S-76a

DE/S-112

RT-20/S-351

D/S-117

D/S-1

AA



7h)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 18

REPORT TO: T. Agnello  
Secretary, Transport and Environment Committee

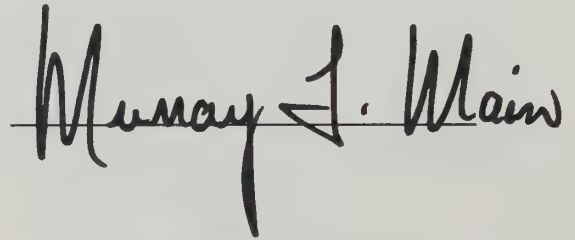
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: North End Children's Centre Inc., 75 Hillyard Street - Wheelchair Ramp and Boulevard Parking Agreement. [TEC-179-90]

#### RECOMMENDATION:

- a) That the application of the North End Children's Centre Inc., owner of 75 Hillyard Street to construct and maintain an encroachment consisting of a wheelchair ramp and existing steps be approved during the pleasure of City Council provided:
  - That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
  - That a first year fee of \$131.00 and subsequent annual fee of \$12.00 be set for this privilege.
  - That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.
- b) That the existing boulevard parking agreement be discharged, at the property owner's expense, and that the City Solicitor be directed to prepare the necessary documents; and
- c) That the owner be permitted to execute a revised boulevard parking agreement, provided that:
  - The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$106.70 per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
  - The owner pays a one time \$25.00 registration fee, as approved by the City Council on 1986 January 14.

- The owner pays a one time \$160.05 processing fee, as approved by the City Council on 1990 March 27.
- The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- The parking area be constructed and maintained at the owner's expense.
- The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

A handwritten signature in black ink, reading "Murray J. Main". The signature is written in a cursive style with a horizontal line underneath the name.

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this boulevard would be \$106.70 per year. Revenue from the wheelchair ramp encroachment agreement would be \$12.00 per year.

#### BACKGROUND:

The North End Children's Centre wishes to provide access for wheelchairs by constructing a wheelchair ramp on the boulevard of Hillyard Street. The requested roadway encumbrance may be permitted subject to the normal requirements contained in the standard encroachment agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

The subject application has been reviewed, and the Traffic and Engineering Departments have no objection, except that the ramp should be re-designed such that there is a minimum clearance of one-half meter from the edge of the City sidewalk, in accordance with current policy. The City has allowed this type of encroachment in the past. Construction of the wheelchair ramp will require the relocation of the existing boulevard parking space.

cc: Mr. L. Farr, City Solicitor's Department





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K/S-727

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J/S-647  
& 647b

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SITE PLAN CONTROL  
BY-LAW 82-12

SITE PLAN CONTROL  
BY-LAW 82-14

SITE PLAN CONTROL  
BY-LAW 82-16

SITE PLAN CONTROL  
BY-LAW 82-18

ROSEMARY AVE

AVENUE CANADIAN

NATIONAL

RAILWAY

INTERNATIONAL HARVESTER CO OF CANADA LTD  
DRILL PLANT

INTERNATIONAL HARVESTER CO OF CANADA LTD  
WEEK PARTS  
AND NEW TOOLS

INTERNATIONAL HARVESTER CO OF CANADA LTD  
ENGINE ROOM

ROCK CON.

SHOEN FARMHOUSE LTD

LAU JIN SHI  
STEEL LTD

SHOEN FARMHOUSE LTD



891.

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 16

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

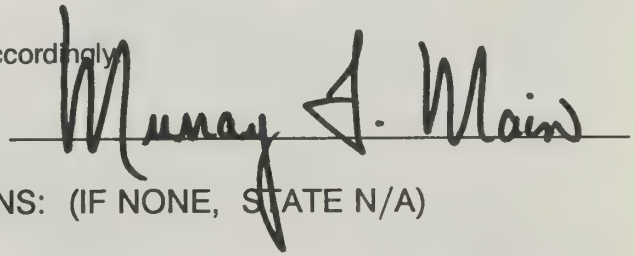
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

East side of Belview Avenue, south of Barton Street - Parking Regulations [TEC-169-90]

#### RECOMMENDATION:

- a) That parking be prohibited on the east side of Belview Avenue commencing at a point 276 feet south of Barton Street and extending to a point 128 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly

  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

#### BACKGROUND:

The Traffic Department has received a request from Mr. Ron Burshaw of Elco Kitchen Products, 984 Barton Street, that parking be prohibited on the east side of Belview in front of their shipping and receiving doors.

Belview has a 24 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street in this area.

Mr. Burshaw has expressed concern that when vehicles are parked in this area, the drivers of delivery trucks have no place to park in order to load and unload.

Belview has no residential properties on this section of street and periodic observations have revealed that the street is lightly parked during the day. Therefore, the Traffic Department does not anticipate any parking difficulties for employees of area businesses, and concurs with the request.







8b)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 16

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

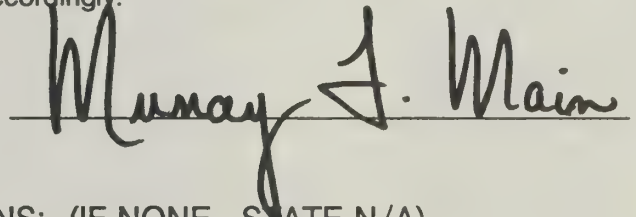
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

East side of Upper Sherman Avenue, south of Mountain Park Avenue - Parking Regulations [TEC-172-90]

#### RECOMMENDATION:

- a) That parking be prohibited on the east side of Upper Sherman Avenue from Mountain Park Avenue to a point 84 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

#### BACKGROUND:

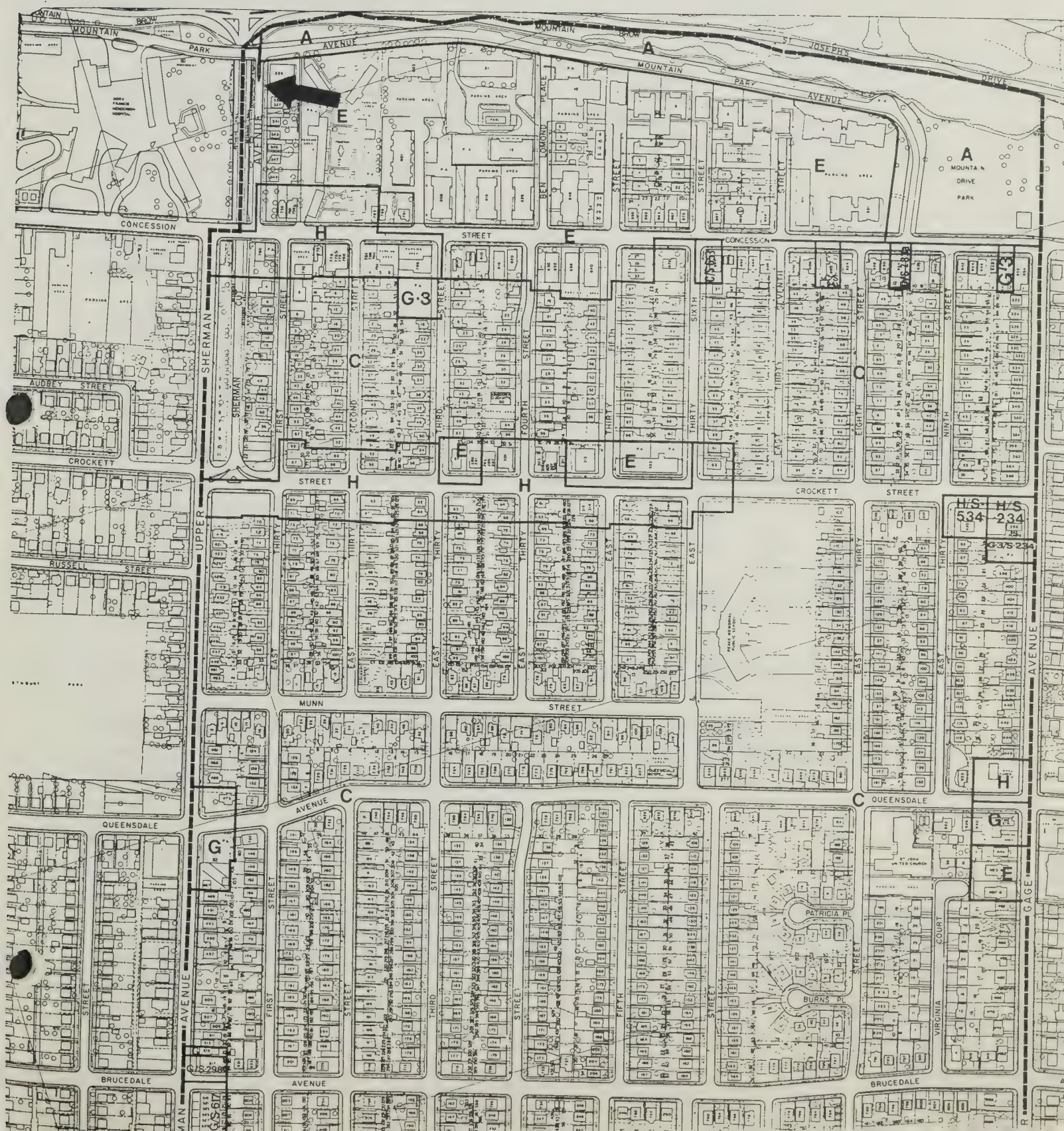
Alderman John Smith has forwarded to the Traffic Department a petition signed by 15 of the 19 residents of the apartment building at No. 324 Upper Sherman Avenue, that a "No Parking" regulation be implemented on the east side of the street in front of their apartment building.

Upper Sherman has a 24 foot pavement width, and presently, parking is prohibited on the west side and there is a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m." regulation on the east side of the street in this area.

The residents of this apartment building have expressed concern that taxi's have no place to load and unload passengers due to parked vehicles in this area.

The implementation of the requested regulation will result in a loss of two legal on-street parking spaces. However, short-term parking would still be permitted on the east side of the street for the remainder of the block. Therefore, the Traffic Department concurs with the request.









8c)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 16

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

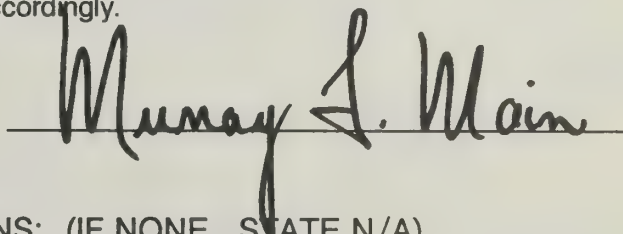
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

Forest Avenue between Wellington Street and Aurora Street - Parking Regulations [TEC-170-90]

#### RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Forest Avenue between Wellington Street and Aurora Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

#### BACKGROUND:

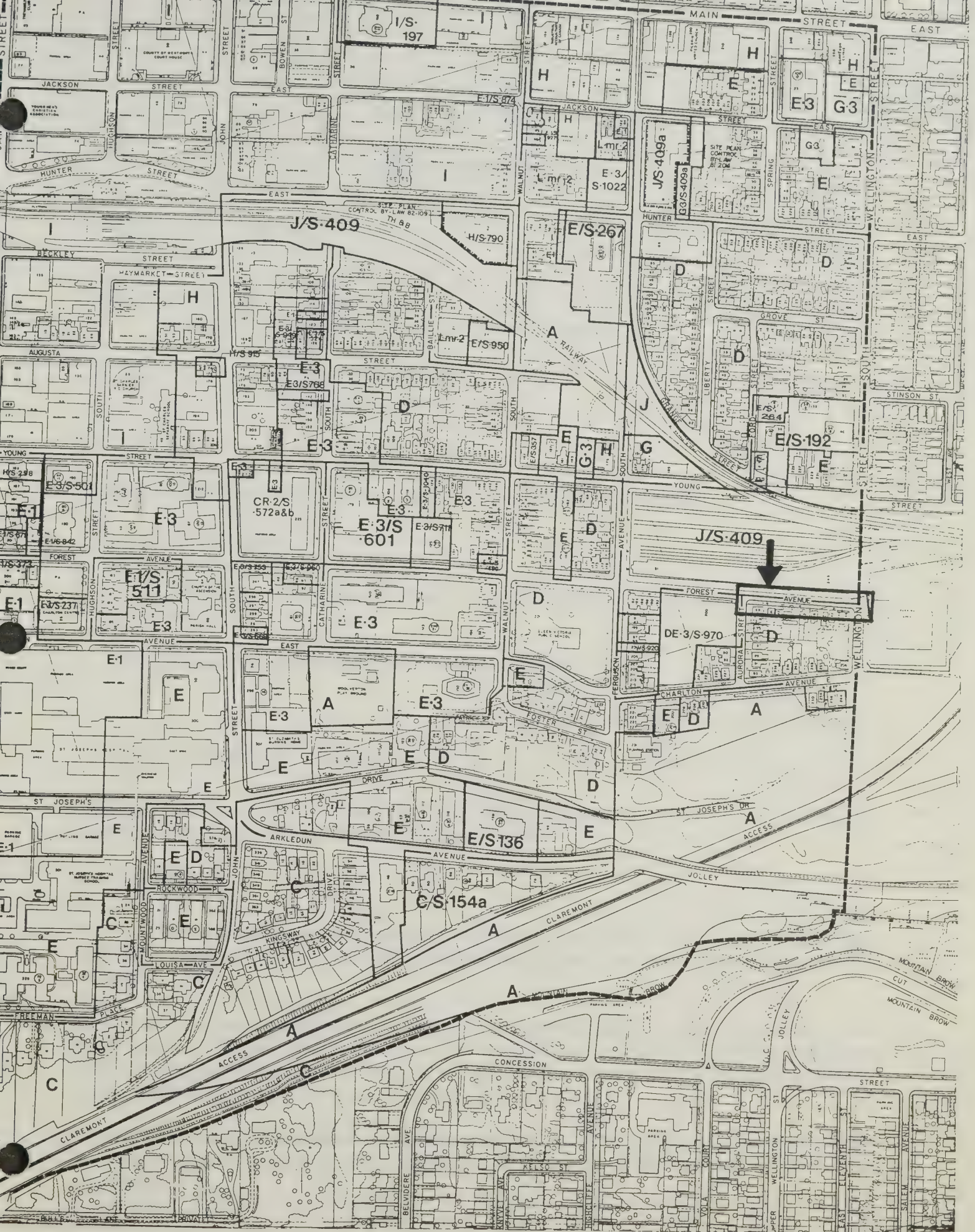
The Traffic Department has received a petition signed by representatives of nine of the 11 one, two and three family dwellings abutting Forest between Wellington and Aurora, requesting that a "Permit Parking" regulation be implemented on their street. All nine residents who signed the petition are in favour of the requested regulation.

Forest has a 24 foot pavement width, and presently, parking is prohibited on the north side adjacent to the vacant T.H. & B railway yard by virtue of the fact that there is no parking along the gravel shoulder and there is unrestricted free parking on the south side of the street in front of the single family homes.

An investigation has revealed that there are ten legal on-street parking spaces on the south side of the street in this block. It was indicated on the petition that 13 permits would be required by abutting residents. This does not include the number of permits that may be required by the two residents who did not sign the petition. Thus, the demand for parking permits would exceed the number of legal on-street spaces significantly, such that "Permit Parking" would not be feasible.

After reviewing the situation with the petitioners, it was agreed that a more appropriate regulation would be a "One Hour Parking Time Limit". The Traffic Department has contacted eight residents who have advised that they support a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation. Therefore, since 73% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.









8d)

# CITY OF HAMILTON

## - RECOMMENDATION -

DATE: 1990 July 16

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

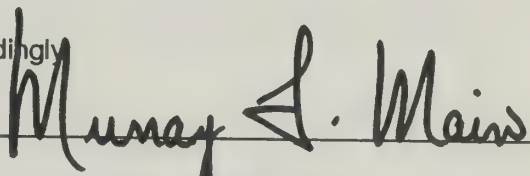
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

### SUBJECT:

West side of Elora Drive, north of Elmira Drive - Parking Regulations [TEC-173-90]

### RECOMMENDATION:

- a) That parking be prohibited on the west side of Elora Drive from Elmira Drive to a point 123 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

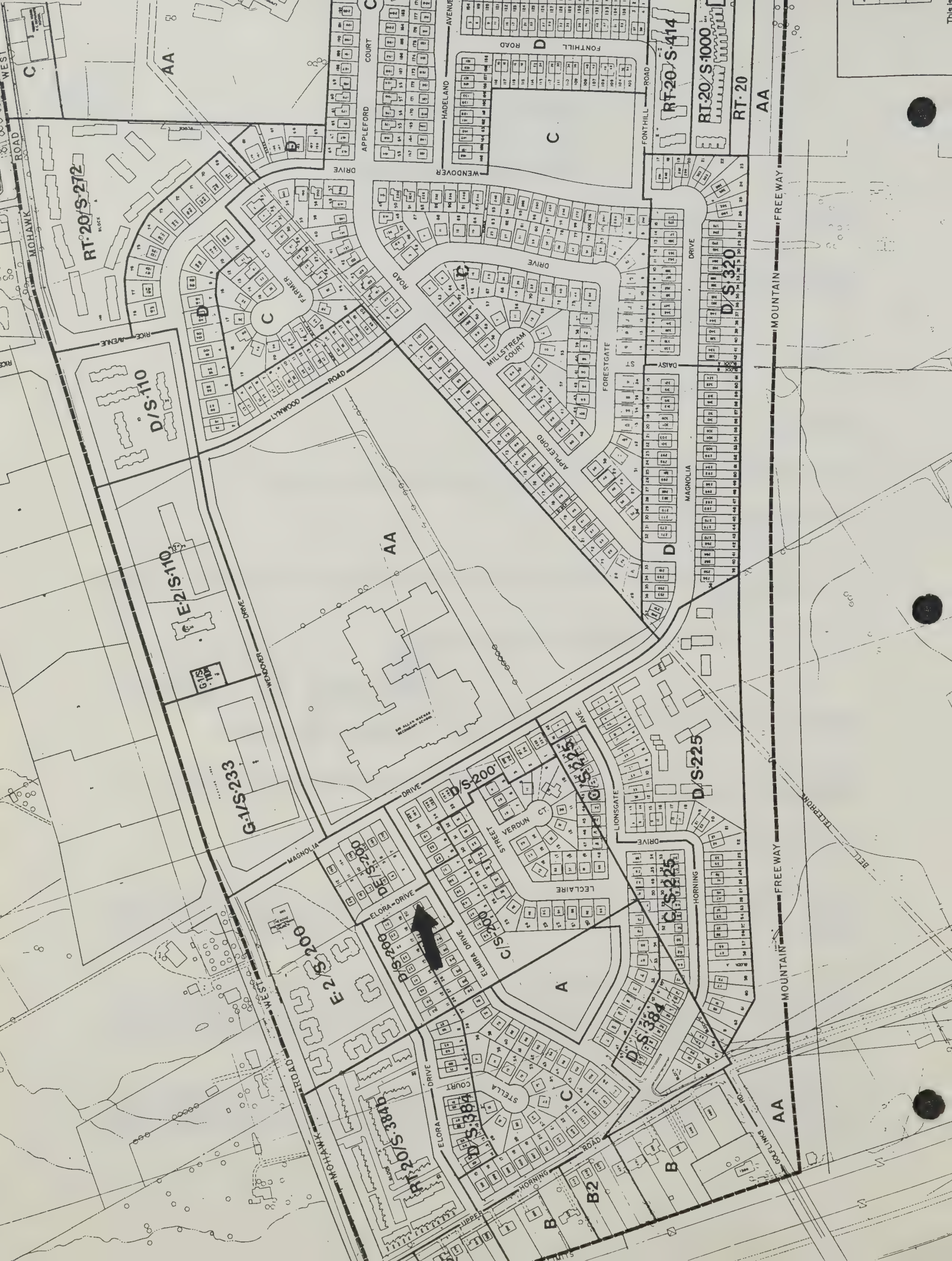
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

### BACKGROUND:

The Traffic Department has received a request from Alderman Tom Murray on behalf of Mr. Marvin Ryder 45-38 Elora Drive, that the proposed parking prohibition on the south and west sides of Elora be extended to Elmira.

City Council at its meeting held 1990 May 29, approved a recommendation to prohibit parking on the curve in the roadway on Elora. However, Mr. Ryder has requested that we extend this parking prohibition to Elmira to facilitate the movement of traffic. Elora has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department has contacted the abutting resident at No. 34 Elmira Drive, who has advised that she supports the proposed regulation, adjacent to her home. Therefore, the Traffic Department concurs with the request.





8e)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 May 25

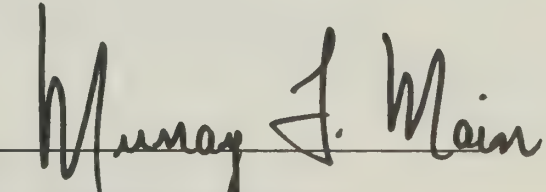
**REPORT TO:** Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Springer Avenue between Maplewood Avenue and Main Street East - parking regulations. (TEC-119-90)

**RECOMMENDATION:**

- a) That a "Permit Parking" regulation be implemented on the east side of Springer Avenue between Maplewood Avenue and Main Street East; and
- b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to eligible applicants residing in numbers 17, 21, 23, 25, 31 and 33 Springer and one parking permit to 87 Maplewood Avenue, and two parking permits to the resident and 29 Springer; and
- c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come first served basis, provided that the maximum of 10 permits is not exceeded; and
- d) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

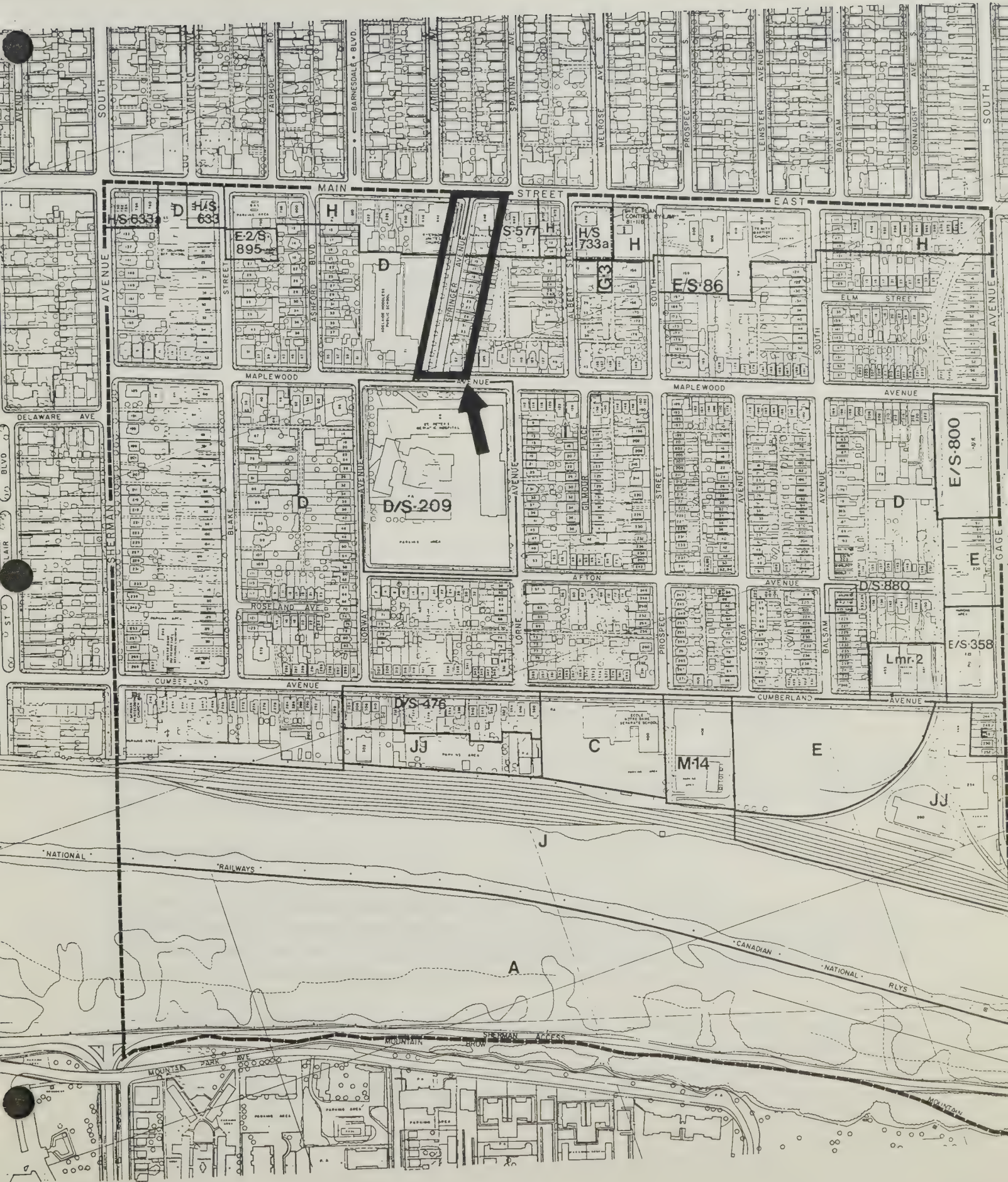
Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 yearly charge for each parking permit will off-set the cost to some degree.

## **BACKGROUND:**

The Traffic Department has received a petition signed by representatives of nine of the twelve one, two and three family dwellings abutting Springer Avenue between Maplewood Avenue and Main Street East requesting that a "Permit Parking" regulation be implemented on this section of street. Presently there is an "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of the street in this area.

All nine residents who signed the petition are in favour of the proposed regulation. The Traffic Department has contacted an additional resident who did not sign the petition. This resident is in favour of the proposed regulation. An investigation has revealed that there is a total of 12 legal on-street parking spaces on the east side of the street in this area. There is a demand for 9 permits by the petitioners, and a total of 3 permits will be available for the 3 residents who did not sign the petition. Therefore, since 83 percent of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.









8f).

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 July 09

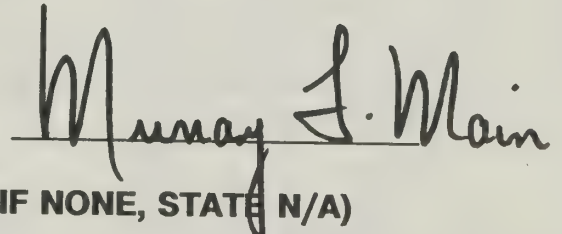
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Moxley Drive between Gatineau Drive and Rideau Crescent - parking regulations  
(TEC-164-90)

**RECOMMENDATION:**

- a) That, a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on both sides of the Moxley Drive between Gatineau Drive and Rideau Crescent; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



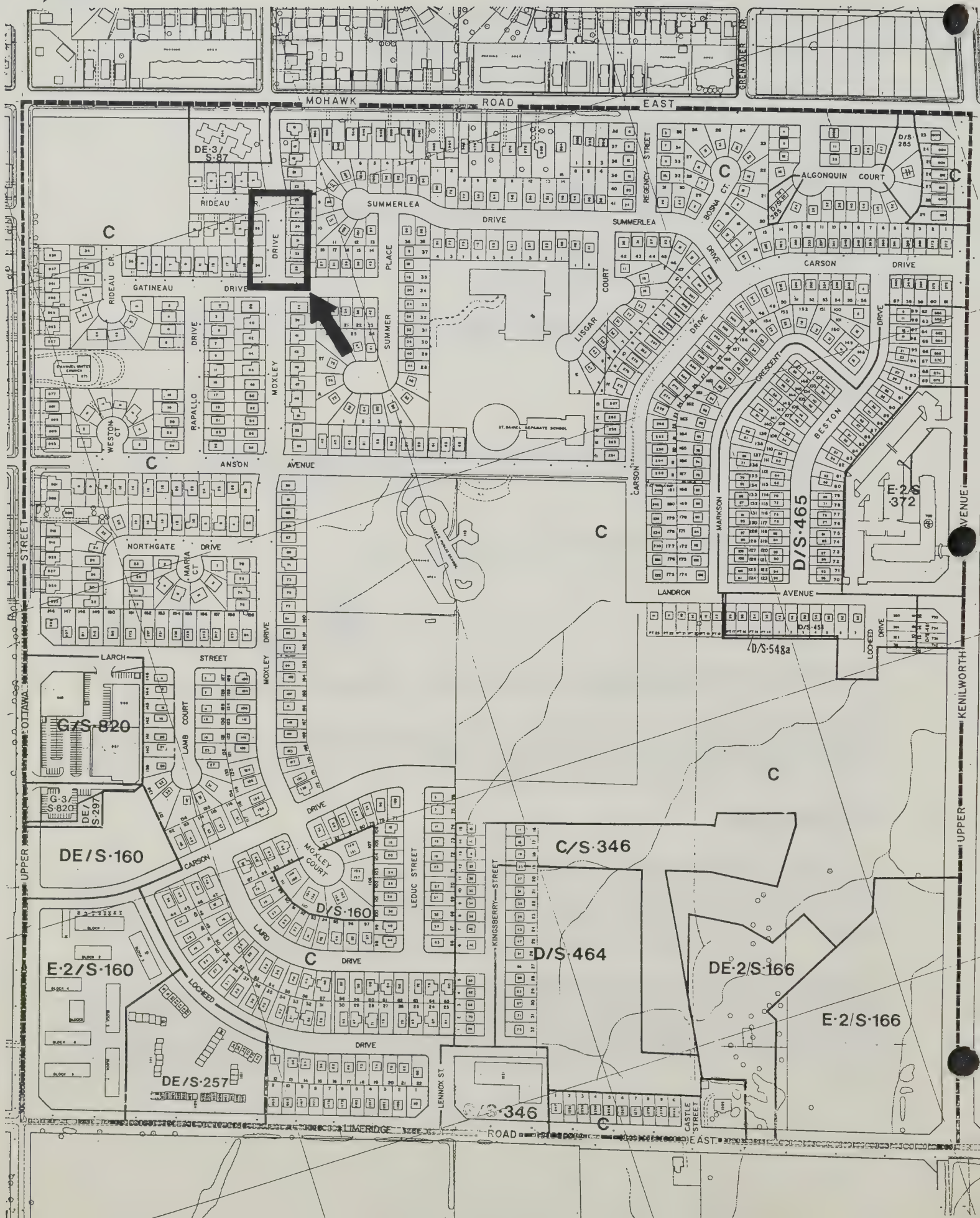
**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds have been provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

**BACKGROUND:**

The Traffic Department has received a petition signed by representatives of all of the eight one, two and three family dwellings on Moxley Drive between Gatineau Drive and Rideau Crescent, requesting that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the street. Presently, there is unrestricted parking on both sides of Moxley Drive in this block.

The implementation of the requested regulation would eliminate long-term non-resident parking. Area residents of one, two and three family dwelling would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. All eight petitioners support the requested regulation. Therefore, since 100 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.





CITY OF HAMILTON

- RECOMMENDATION -

89)

DATE: 1990 June 25

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

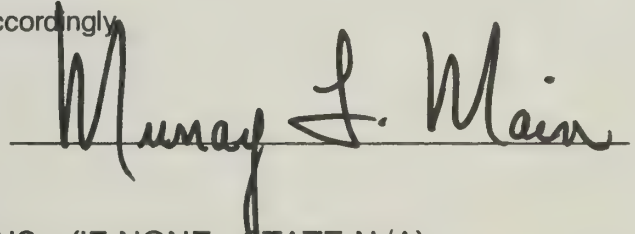
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

East side of Hillyard Street between Ship Street and the north end - Parking Regulations [TEC-143-90]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Hillyard Street commencing at the north end and extending to a point 296 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Harbour Commissioners have written to the Traffic Department requesting that a "Two Hour Parking Time Limit" regulation be implemented on the east side of Hillyard in front of the commercial property which they own at No. 208 Hillyard.

Hillyard has a 30 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area.

After a brief discussion, it was agreed that it would be appropriate to limit the hours of the proposed regulation from 8:00 a.m. to 6:00 p.m., Monday to Saturday. Unrestricted free parking would be permitted at all other times.

Mr. Mac McKinnon of Red-D-Mix Concrete which is located directly across the street from the proposed regulation has advised that they support the proposed regulation. Therefore, the Traffic Department concurs with the request.

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8h)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 12

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

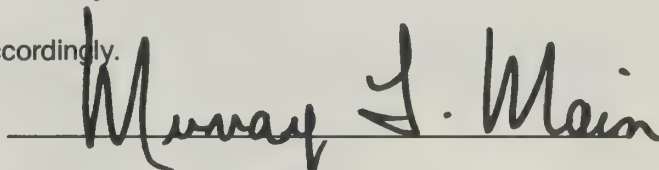
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Normandy Road between Auburn Avenue and Rodgers Road - Parking Regulations [TEC-150-90]

#### RECOMMENDATION:

- a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8 a.m. to 6 p.m., Monday to Friday" regulation, implemented on both sides of Normandy Road between Auburn Avenue and Rodgers Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

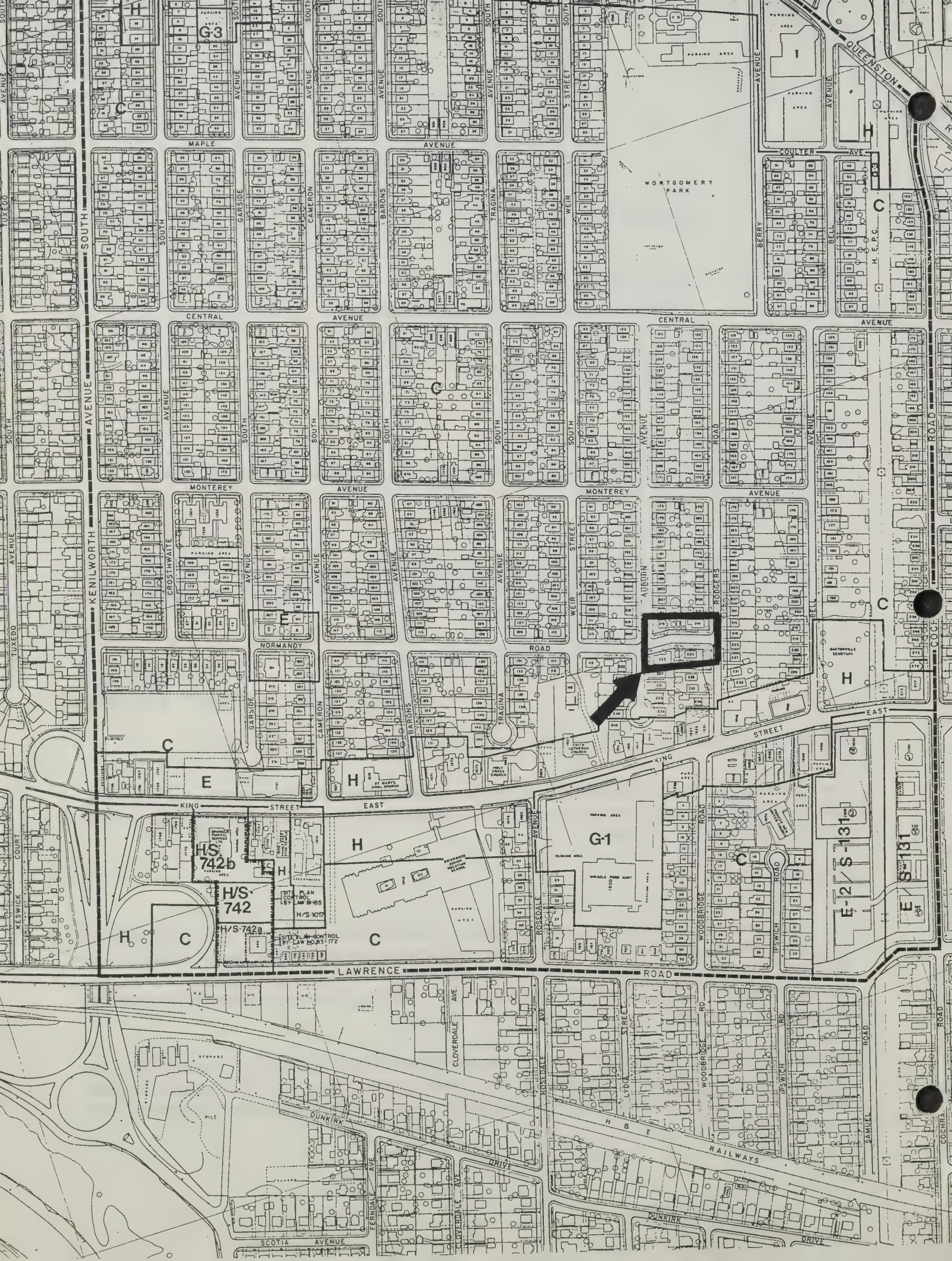
There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

#### BACKGROUND:

The Traffic Department has received a petition signed by representatives of three of the four one, two and three family dwellings on Normandy Road between Auburn Avenue and Rodgers Road, requesting that a "One Hour Parking Time Limit, 8 a.m. to 6 p.m., Monday to Friday" regulation be implemented on the street. All of the petitioners support the requested regulation. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 75 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.







8i)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 13

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

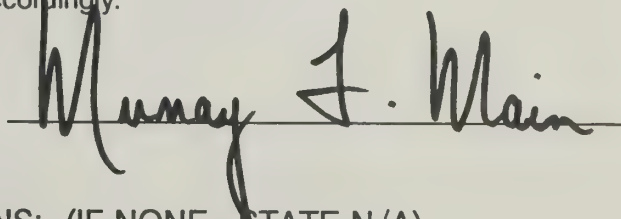
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

Canada Street between Ray Street and Pearl Street - Parking Regulations [TEC-168-90]

#### RECOMMENDATION:

- a) That a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the north side of Canada Street between Ray Street and Pearl Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

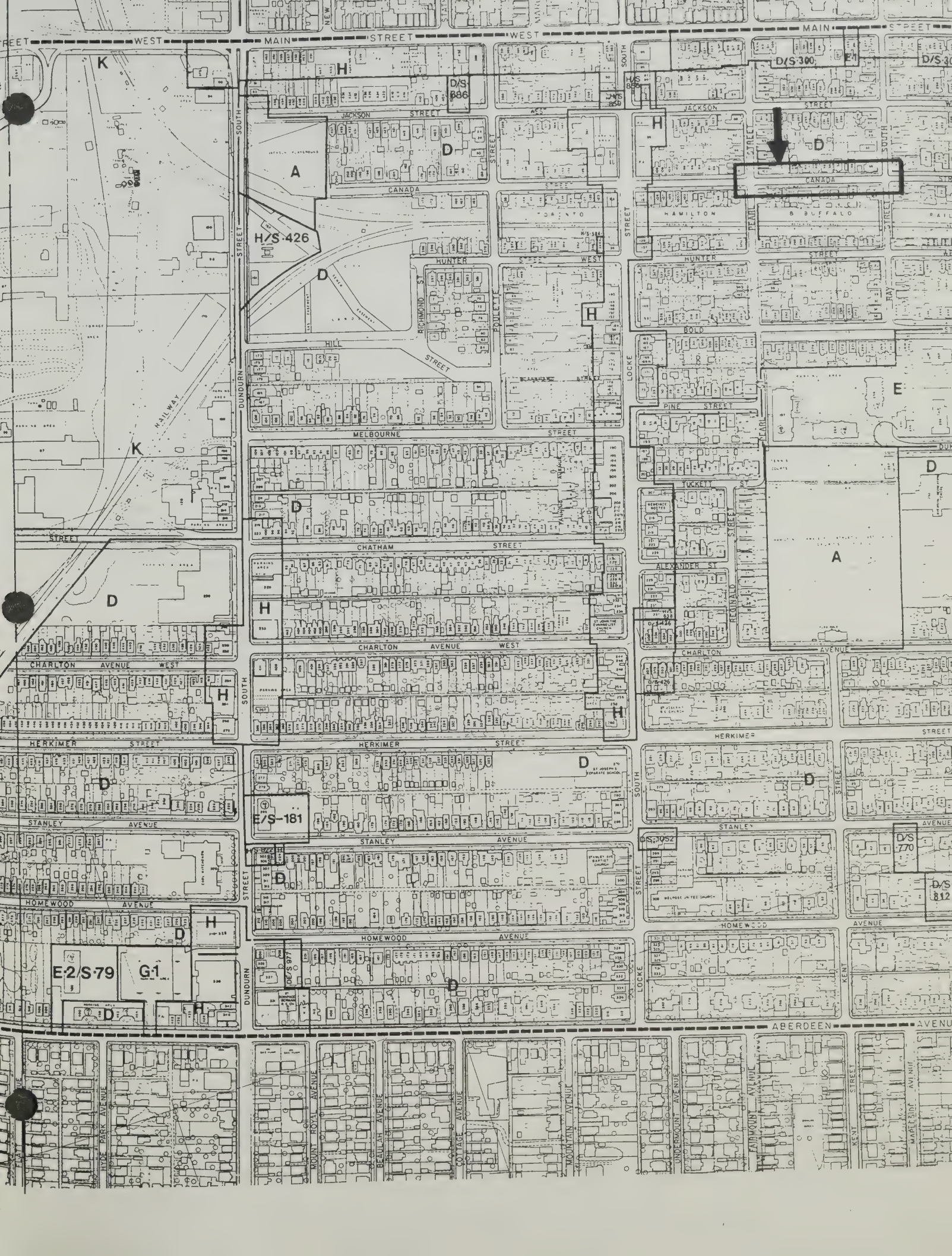
#### BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 21 one, two and three family dwellings abutting Canada between Ray and Pearl, requesting that a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the north side of the street in this block. Fifteen residents who signed the petition are in favour of the requested regulation and one resident has no opinion.

Canada has a 22 foot pavement width in this area, and presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of businesses in the area. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per year to exempt their vehicles from the signed parking time limit. Therefore, since 71% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.









8j1

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 July 09

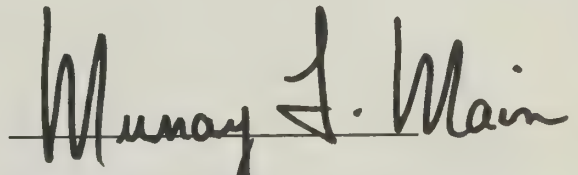
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Hummingbird Lane between Skylark Drive and Bobolink Road - parking regulations.  
(TEC-165-90)

**RECOMMENDATION:**

- a) That the existing "No Parking 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of Hummingbird Lane between Skylark Drive and Bobolink Road be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds provided in the 1990 Traffic Department operating budget for removing the existing signs.

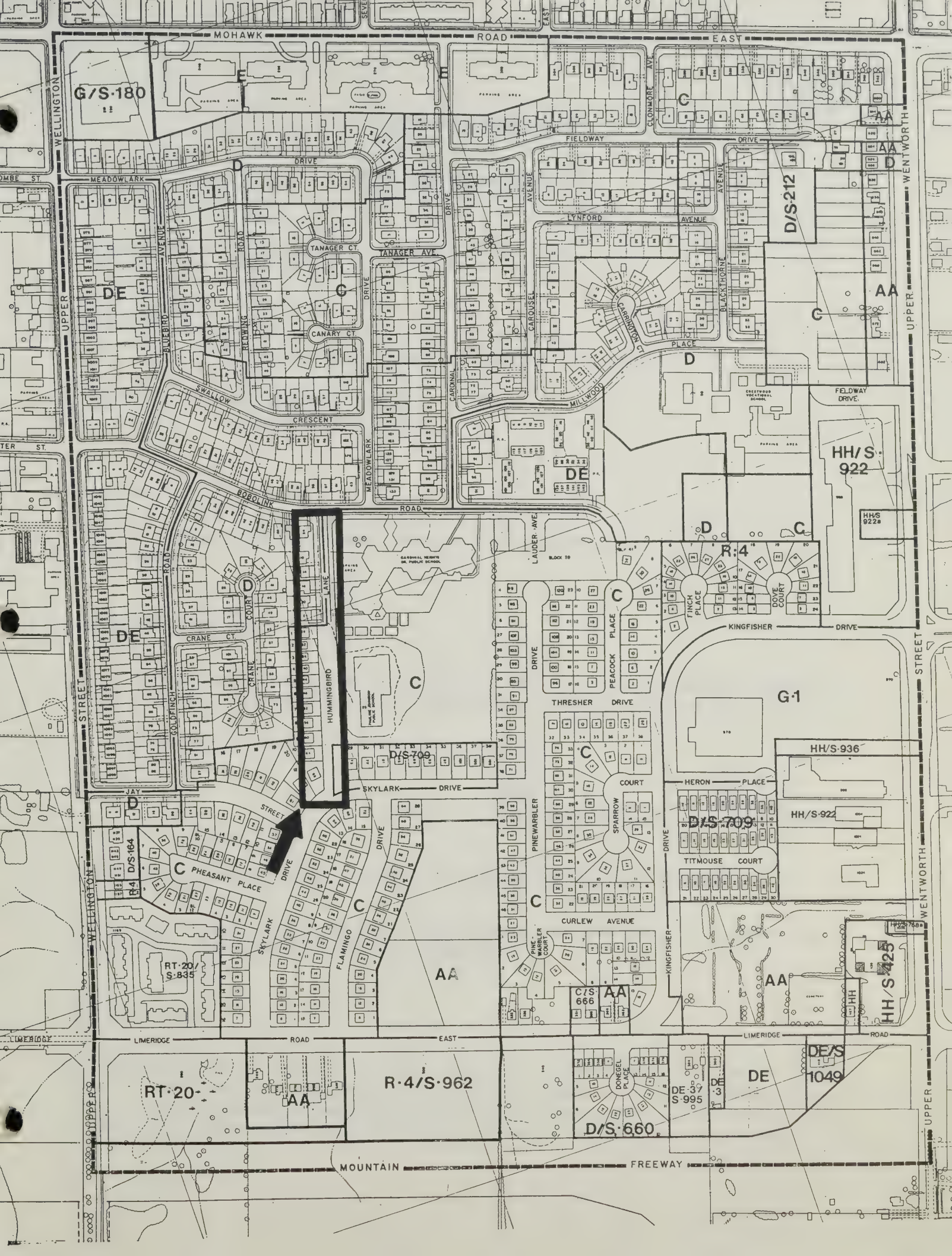
**BACKGROUND:**

The Transport and Environment Committee at its 1990 January 29 meeting approved a request to implement a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on Hummingbird Lane between Skylark Drive and Bobolink Road, as a result of a petition forwarded by Alderman John Gallagher which was signed by 12 of the 17 residents in the subject block. The requested regulation was subsequently approved by the City Council on 1990 February 13 and the "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" signs were erected shortly thereafter. However, Alderman Henry Merling has now advised that residents in the subject block have indicated that they now wish to have the signs removed.

A telephone survey conducted by the Traffic Department in July, 1990, indicated that representatives of 12 of the 17 dwellings abutting Hummingbird Lane in the subject block support the removal of the existing regulation. Only three residents indicated that they were in favour of the existing regulation. The Traffic



Department was unable to contact two of the residents. Parking is prohibited at all times on the school side of the street. The Traffic Department generally considers parking prohibitions on both sides of local residential to be over-restrictive and unnecessary. Therefore, the Traffic Department concurs with the opinions of a majority of the abutting residents to remove the "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation signs from the west side of the street to restore unrestricted parking.







8k)

# CITY OF HAMILTON

## - RECOMMENDATION -

DATE: 1990 June 25

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

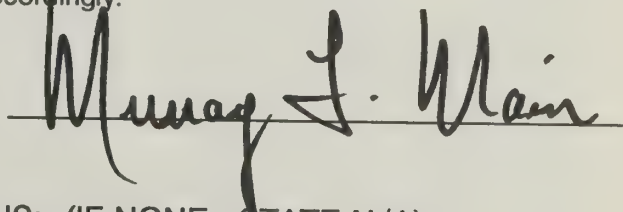
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

### SUBJECT:

West side of James Street North between Burlington Street and Guise Street - Parking Regulations  
[TEC-144-90]

### RECOMMENDATION:

- a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of James Street North between Burlington Street and Guise Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

### BACKGROUND:

The Traffic Department has received a request from The Hamilton Harbour Commissioners, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of James in front of the Hamilton Harbour Commissioners Building, 605 James Street North, be changed to unrestricted free parking to allow visitors and clients of the building to park for longer time periods.

James Street has a 40 foot pavement width, and presently, there is unrestricted free parking on the east side and a "One Hour Parking Time Limit" regulation on the west side of the street in this area.

It was agreed that, rather than permitting unrestricted free parking on both sides of the street at all times, the west side of the street be signed with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation which will provide a parking turnover for customers and clients from this building. Therefore, the Traffic Department concurs with the request.







81)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 23

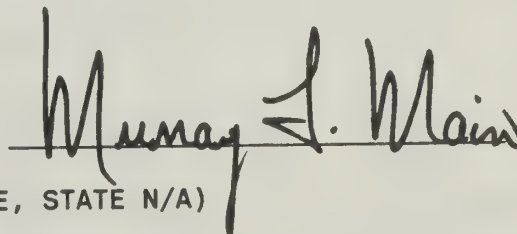
REPORT TO: Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Holton Avenue South between Cumberland and the south end - parking regulations. (TEC-113-90)

RECOMMENDATION:

- a) That the existing "Alternate Side Parking" regulation on Holton Avenue South between Cumberland Avenue and the south end be removed; and
- b) That parking be prohibited on the east side of Holton Avenue South between Cumberland Avenue and the south end; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

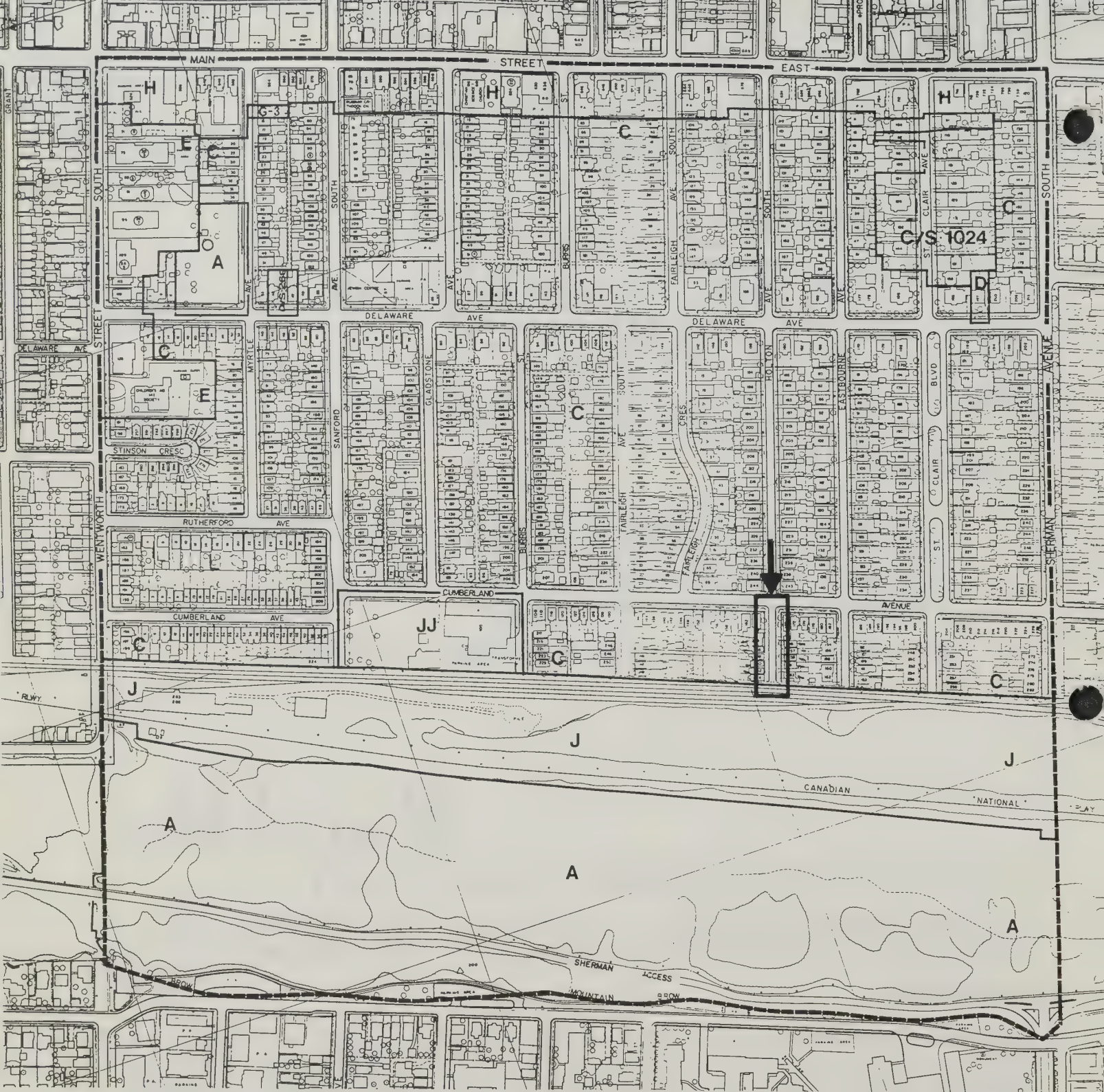
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mayor Robert Morrow has forwarded to the Traffic Department a letter and a petition from Ms. Kerrie VanderVeen, 254 Holton Avenue South, requesting that the existing "Alternate Side Parking" regulation on Holton between Cumberland and the south end be removed and replaced with a full-time parking prohibition on the east side and unrestricted parking on the west side in order to maximize the number of legal on-street parking spaces.

The petition was signed by representatives of 9 of the 13 one, two and three family dwellings abutting the street in question and all nine residents are in favour of the proposed changes to the existing parking regulations.

An investigation has confirmed that there are three more parking spaces on the west side than there are on the east side of Holton in this block. Therefore, since 69 percent of the abutting residents support the proposed changes to the existing parking regulations, the Traffic Department concurs with the request.





8m)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

DATE: 1990 July 9

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

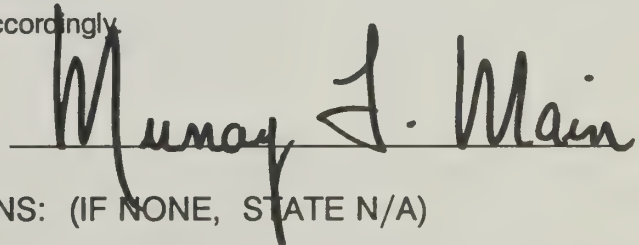
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

East side of East 43rd Street between Deer Avenue and Queensdale Avenue East - Parking Regulation [TEC-159-90]

**RECOMMENDATION:**

- a) That parking be prohibited on the east side of East 43rd Street between Deer Avenue and Queensdale Avenue East; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:** (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

Alderman John Smith requested the Traffic Department to investigate the possibility of implementing a parking prohibition on the east side of East 43rd between Deer and Queensdale.

East 43rd has a 28 foot pavement width, and presently there is unrestricted free parking on both sides of the street in this area. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate driveway movements and traffic flow.

There are two houses abutting this side of the street, and both residents have advised that they are in favour of the requested regulation. Therefore, the Traffic Department concurs with the request.





8n)

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 June 27

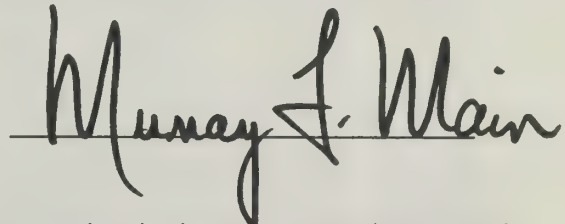
**REPORT TO:** T. Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** East side of East 22nd Street, south of Fennell Avenue East - Parking Regulations.  
[TEC-146-90]

**RECOMMENDATION:**

- a) That parking be prohibited on the east side of East 22nd Street from Fennell Avenue to a point 222 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

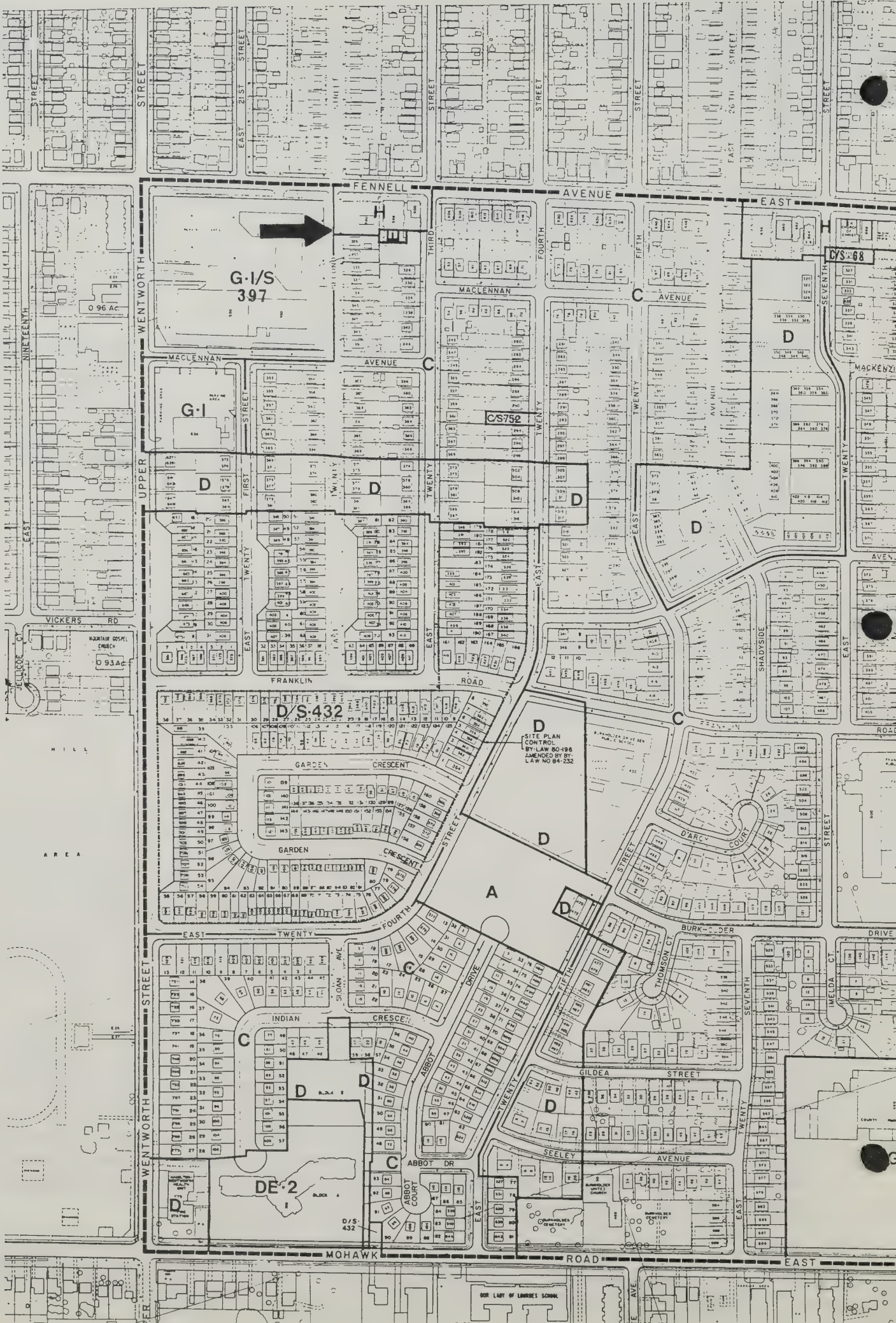
Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

**BACKGROUND:**

Alderman Henry Merling recently asked the Traffic Department to contact Mrs. Beatrice Jackson, 329 East 22nd Street, to discuss her request for "No Parking" signs on East 22nd, in the vicinity of her home. Presently, there is unrestricted free parking on both sides of East 22nd Street, south of Fennell Avenue, which is a 28-foot wide street. Mrs. Jackson has expressed concern regarding heavy vehicles being parked on both sides of the street while the drivers patronize the Harvey's restaurant in the Fenworth Plaza. The parking of heavy duty vehicles on non-truck routes is illegal. However, the Traffic Department supports the removal of parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements, and therefore, supports the request to prohibit parking on one side of all or part of East 22nd Street in this block.

After reviewing conditions on the street, the Traffic Department recommends that parking be prohibited on the east side of East 22nd from Fennell Avenue to a point 222 feet southerly therefrom. The proposed parking prohibition would be signed across the frontage of Mrs. Jackson's home, as well as across the frontage of the residential property immediately to the south. However, due to the location of a fire hydrant, there are no legal on-street parking spaces in front of the neighbouring property, and the most southerly "No Parking" sign could be erected on an existing wood pole. All of the residential properties in the block have driveways. Therefore, the proposed parking prohibition should not result in any parking problems for other area residents.





80)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 June 18

**REPORT TO:** J. Schatz  
Acting Secretary, Transport and Environment Committee

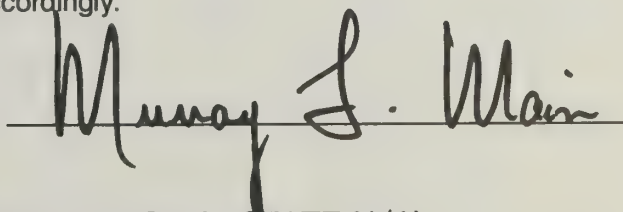
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

West 35th Street between Bendamere Avenue and the south end - Parking Regulations [TEC-139-90]

**RECOMMENDATION:**

- a) That the existing "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on both sides of West 35th Street between Bendamere Avenue and the south end be replaced with an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulations such that parking is prohibited on the east side of the street during the winter months; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:** (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

The Traffic Department has received a petition signed by representatives of three of the four one, two and three family dwellings abutting West 35th between Bendamere and the south end, requesting that an

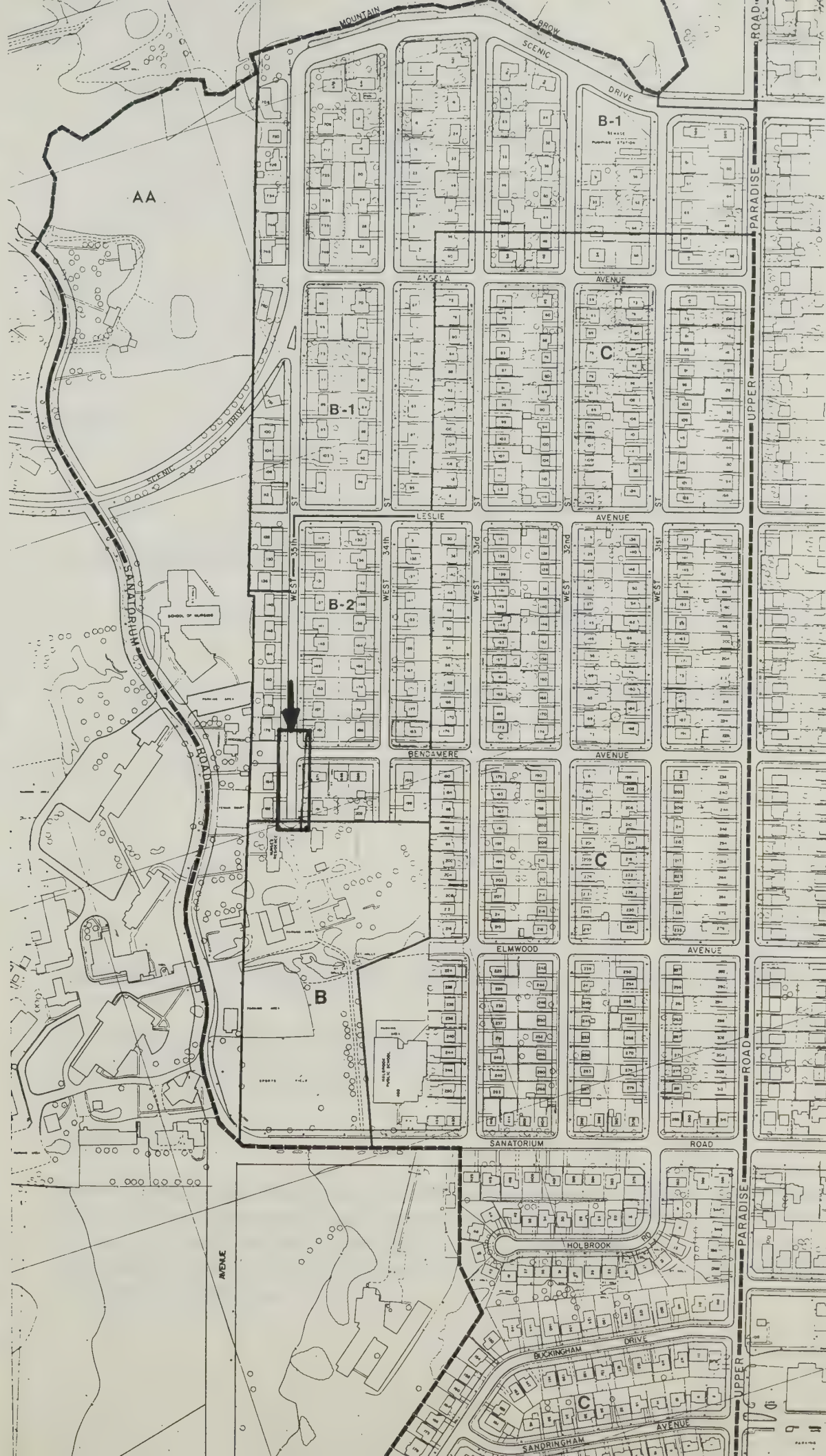


"Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m. Monday to Friday" regulation be implemented on the street in this area. All three residents who signed the petition are in favour of the proposed regulation.

West 35th Street has a 28-foot pavement width, and presently, there is a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on both sides of the street in this area.

The resident who circulated the petition has expressed concern that visitors have no place to park during the day and the Traffic Department generally considers a parking prohibition on both sides of a street to be over-restrictive and unnecessary. The implementation of the proposed regulation would allow short-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per year to exempt their vehicles from the signed parking time limit. Therefore, since 75% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request. In order to improve visibility at the intersection of West 35th and Bendamere, the Traffic Department recommends that parking be prohibited on the east side of the street during the winter months.







8p1

**CITY OF HAMILTON**

**- RECOMMENDATION -**

**DATE:** 1990 June 11

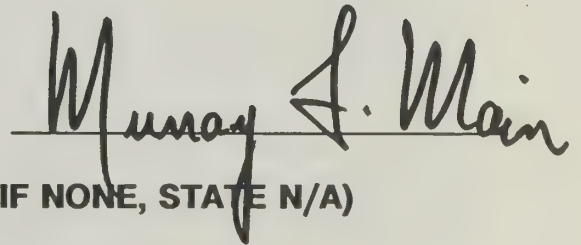
**REPORT TO:** Mr. J. Schatz  
Acting Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Bendamere Avenue and West 33rd Street. (TEC-137-90)

**RECOMMENDATION:**

- a) That no action be taken on the request for all-way stop control at the intersection of Bendamere Avenue and West 33rd Street; and
- b) That a "One Hour Parking Time Limit" regulation be implemented on both sides of West 33rd Street between Bendamere Avenue and Leslie Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$24.00 per year charge for each parking permit will off-set the cost to some degree.

**BACKGROUND:**

Alderman Don Ross has forwarded to the Traffic Department, a petition signed by representatives of 20 area residential properties requesting that all-way stop control be implemented at the intersection of Bendamere and West 33rd Street, and the implementation of a "One Hour Parking Time Limit" regulation on West 33rd Street between Bendamere Avenue and Leslie Avenue. The Traffic Department has investigated this request and has the following report.



## 1. Intersection Control

The petition requesting that all-way stop control be implemented at the intersection of Bendamere Avenue and West 33rd Street, has not identified any specific concerns related to the operation of this intersection.

Presently, eastbound and westbound traffic on Bendamere is required to stop for northbound and southbound traffic on West 33rd Street. Corner clearances were implemented in 1989 to improve conditions at this intersection, and Traffic Department records indicate that there has been only 2 reported collisions at this intersection in at least the last 10 years. Thus, the collision rate at this intersection has been very good.

Traffic on West 33rd presently stops at 4 out of 6 intersections in the 3,150 foot section of street (.60 miles) between Sanatorium and Scenic, and the closest stops on West 33rd are at Elmwood and Leslie, approximately 500 feet to the north and south of Bendamere. The Traffic Department would consider an additional stop on West 33rd at Bendamere to be over-restrictive and unnecessary.

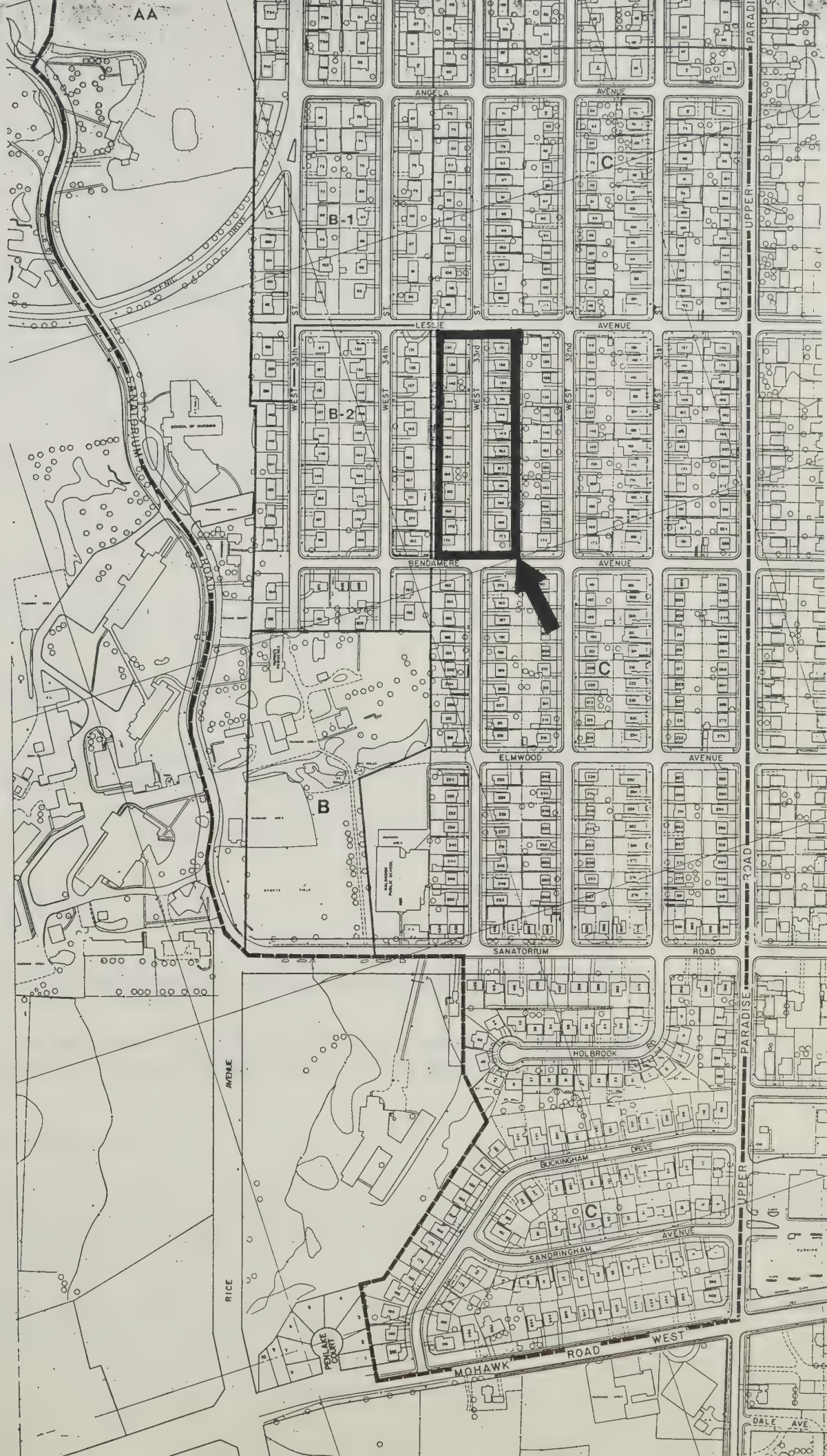
The Traffic Department uses certain criteria to determine when all-direction stop control should be utilized at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and too severe visibility obstructions which make it necessary for all vehicles to stop. None of these criteria are met at this intersection at this time.

In view of the above, the Traffic Department cannot support the request for all-way stop control at West 33rd and Bendamere at this time. However, if there are any specific concerns related to the operation of this intersection, the Traffic Department would be pleased to review the matter further.

## 2. Parking Regulations

Representatives of 20 of the 24 one, two and three family dwellings abutting West 33rd between Bendamere Avenue and Leslie Avenue, have requested that a "One Hour Parking Time Limit" regulation be implemented on their street. All 20 of the residents who signed the petition support the request.

Presently, there is unrestricted free parking on both sides of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of the Chedoke Campus of Mohawk College. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$2.00 per month to exempt their vehicles from the signed parking time limit. Therefore, since 83 percent of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.







89)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 June 29

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

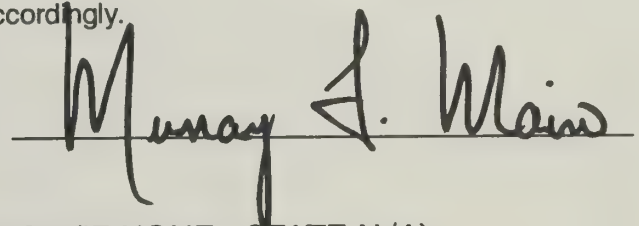
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

West side of Viewpoint Avenue, south of Mountain Park Avenue - Driveway Clearance [TEC-152-90]

**RECOMMENDATION:**

- a) That parking be prohibited on the west side of Viewpoint Avenue commencing at Mountain Park Avenue and extending to a point 93 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

**BACKGROUND:**

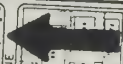
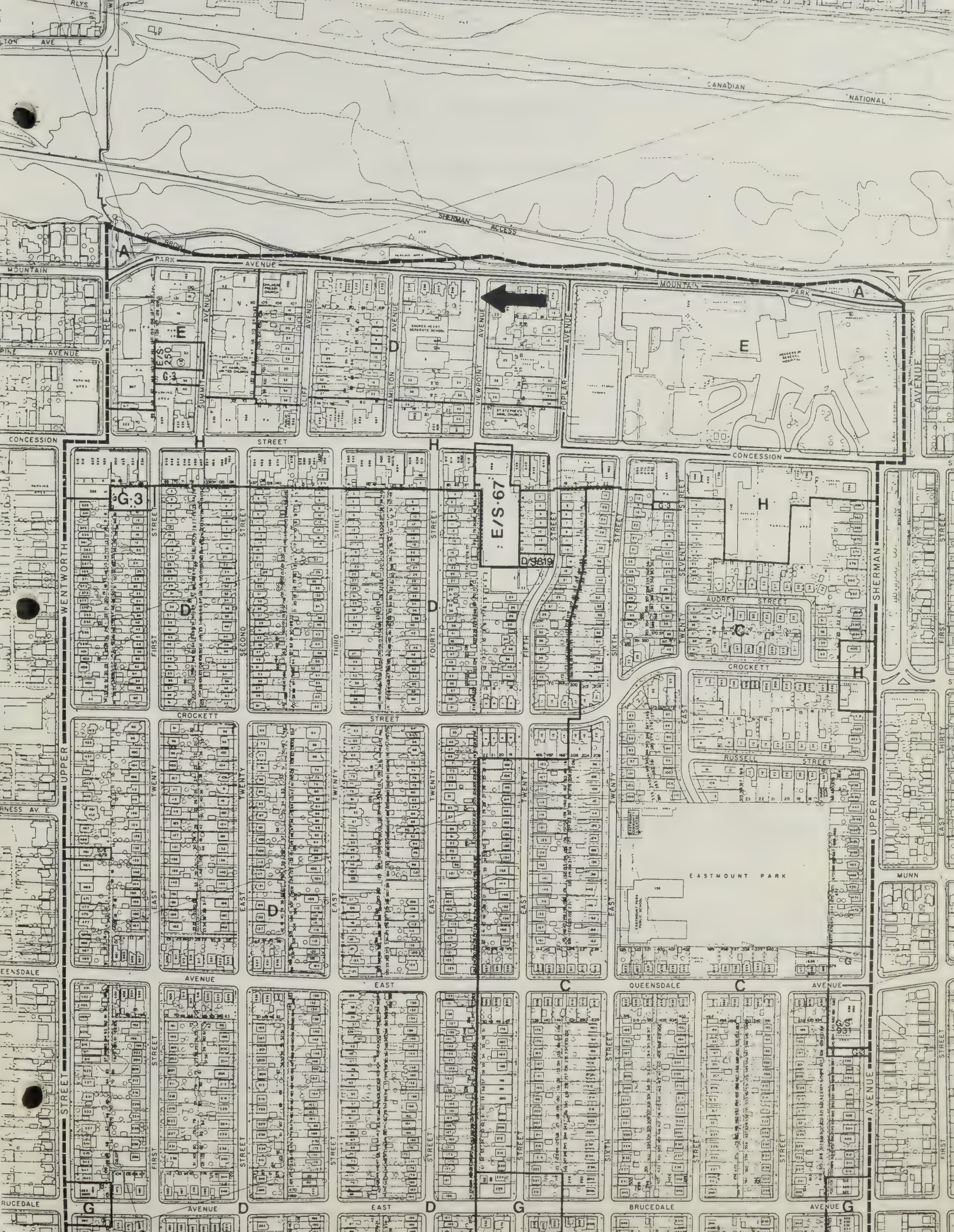
The Traffic Department has received a request from Reverend Sardo, of Sacred Heart Church, 19 Viewpoint Avenue, that parking be removed from the west side of Viewpoint between Mountain Park and the driveway to their parking area in order to improve visibility when exiting the parking lot.

Presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side and unrestricted free parking on the west side of the street in this area.

An investigation has revealed that parked vehicles on the west side of the street do obstruct visibility for motorists attempting to enter Viewpoint from this parking lot. Therefore, the Traffic Department recommends implementing a driveway clearance.

The implementation of the proposed regulation will result in a loss of three legal on-street parking spaces. However, parking would still be permitted on the other side of the street for the entire length of the block, and these spaces are located immediately in front of the Church parking lot. Therefore, the Traffic Department would not anticipate any parking problems resulting.





E/S-67





8r)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 12

**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

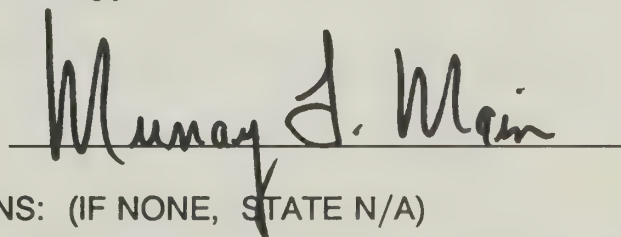
**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:**

109 Elgin Street - Request for Reserved Permit Parking Space for a Handicapped Resident [TEC-71-90]

**RECOMMENDATION:**

- a) That a "Permit Parking" regulation be implemented on the west side of Elgin Street commencing at a point 93 feet south of Robert Street and extending to a point 20 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Patrick Lloyd, 109 Elgin Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

Sufficient funds are provided in the 1990 Traffic Department's operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

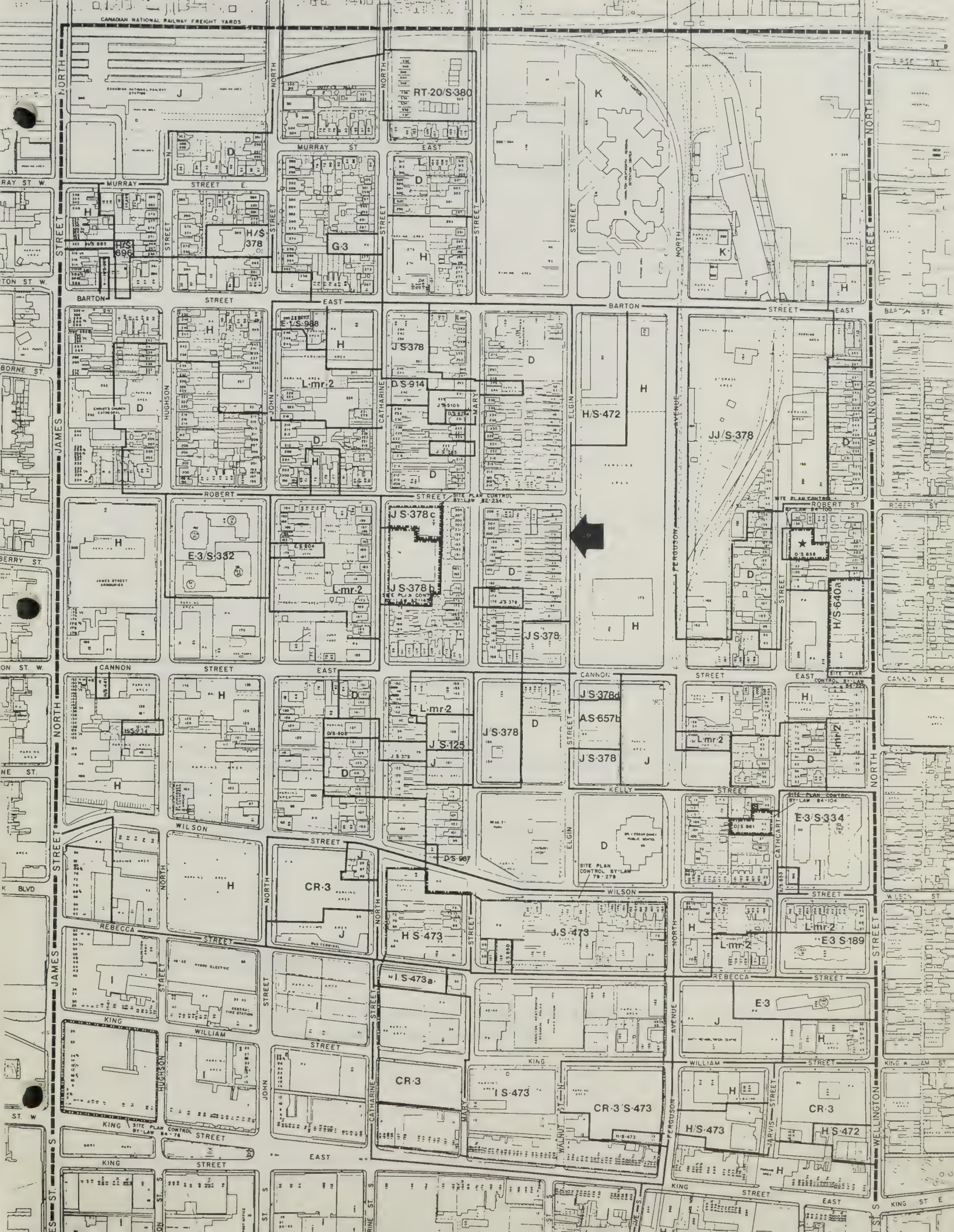
**BACKGROUND:**

The Traffic Department has received a request from Mr. Patrick Lloyd, 109 Elgin Street, that a reserved "Permit Parking" space be designated on the street in front of his home, since he is handicapped.

Elgin Street has a 28 foot pavement width, and presently, parking is permitted on the west side in front of the applicant's property and prohibited on the east side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped resident's homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Lloyd possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.







85)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 July 10

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

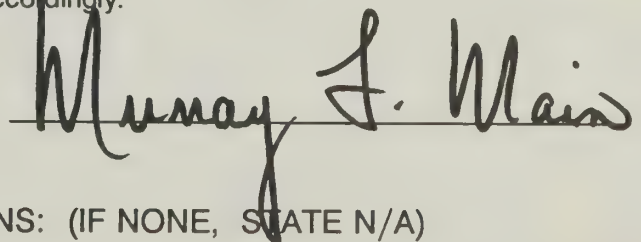
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Barclay Street and Paisley Avenue and Barclay Street and Newton Avenue - Corner Clearances [TEC-153-90]

RECOMMENDATION:

- a) That stopping be prohibited on the south side of Barclay Street commencing at Paisley Avenue and extending to a point 67 feet westerly therefrom and from Paisley Avenue to a point 53 feet easterly therefrom; and
- b) That stopping be prohibited on the south side of Barclay Street commencing at Newton Avenue and extending to a point 88 feet westerly therefrom and from Newton Avenue to a point 61 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting, and maintaining the required signs.



## BACKGROUND:

The Traffic Department has received a complaint from Ms. Shelli Eisnberg, 158 Arkell Street, regarding parked vehicles on the south side of Barclay which are creating a visibility obstruction for northbound motorists on Newton and Paisley.

An investigation has confirmed that parked vehicles on the south side of Barclay at these intersections create sight obstructions for northbound motorists. Therefore, the Traffic Department recommends implementing corner clearances to improve visibility.

Traffic Department records indicate that the intersection of Barclay and Newton has experienced twelve collisions over the past eight years and the intersection of Barclay and Paisley has experienced ten collisions over the past eight years. Eight of these collisions may have been attributed to poor visibility.

The implementation of the proposed corner clearances will result in a loss of eight legal on-street parking spaces. However, virtually all residents in this area have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.

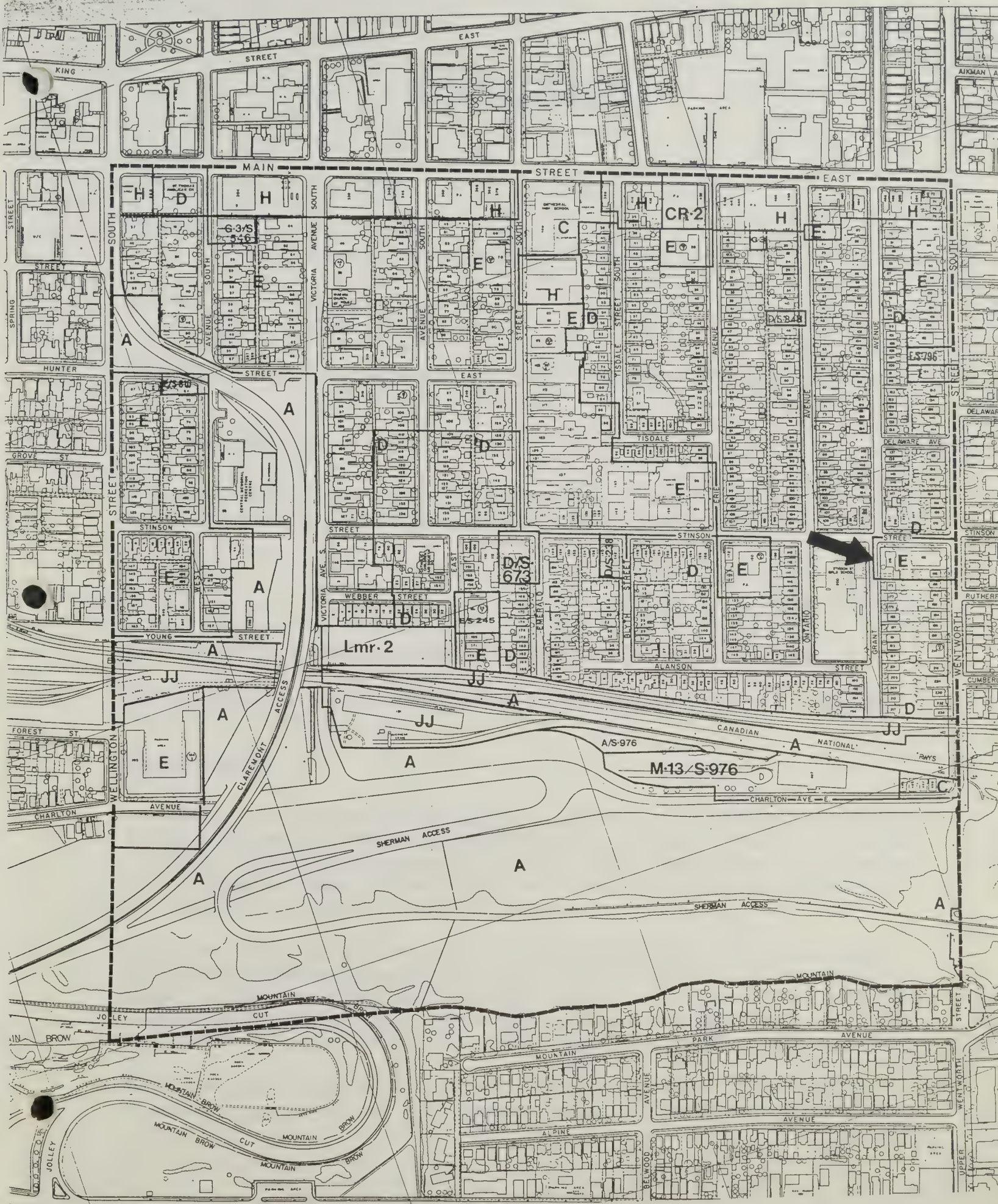




which controls 9 on-street parking spaces in the block. The west side of the street is abutted by a school, and is signed with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation.

The "Permit Parking" regulation was implemented in March 1990, as a result of a petition circulated by the residents of this block. The superintendent of the apartment building is requesting that the regulation be shortened to increase the availability of parking spaces for residents of this apartment building. Reducing the regulation by 3 spaces should not create any parking problems for other area residents, since Traffic Department records indicate that only 3 of the 9 permits have been issued to-date, and since all the residential properties have off-street parking available. Therefore, the Traffic Department concurs with the request.









8u)

**CITY OF HAMILTON**  
**- RECOMMENDATION -**

**DATE:** 1990 July 09

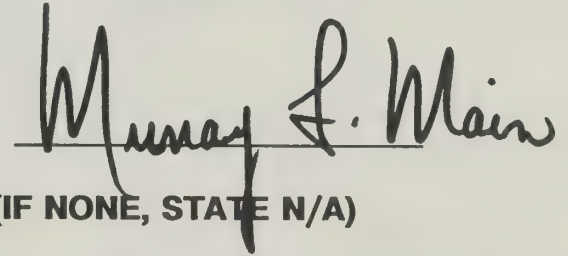
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Apartment building at No. 115 Strathcona Street North - application for a time limit exemption permit. (TEC-160-90)

**RECOMMENDATION:**

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first six applicants residing in the building at No. 115 Strathcona Street North.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There is a potential for \$144.00 in revenue each year from the sale of parking permits to residents at No. 115 Strathcona Street North.

**BACKGROUND:**

The Traffic Department has received a request from a resident of the apartment building at No. 115 Strathcona Street, that time limit exemption permits be issued to residents of this building. The building is located on the west side of Strathcona Avenue North, just south of Florence Street, and the applicant has indicated that she wishes to park her vehicle in the "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on Strathcona Avenue.

Investigations reveal that there are six dwelling units in the subject building and that there no off-street parking spaces available on the property. Past practice of the committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Strathcona Avenue North in this area consists generally of single family homes and this six unit apartment building.

Periodic observations reveal that Strathcona Avenue North is lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area it appears that the parking is



generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of eight off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of six parking permits (one permit per dwelling unit) to the residents of this building on a first come first served basis. Therefore, the Traffic Department concurs with this request.











8✓)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 July 13

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

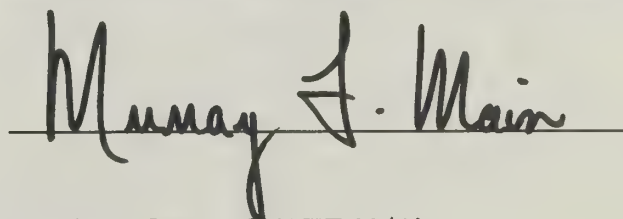
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Apartment Building at 150 Market Street - Application for a Time Limit Exemption Permit [TEC-171-90]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue a time limit exemption permit to Mr. Ian Sharp, 401 - 150 Market Street.

A handwritten signature in black ink, reading "Murray F. Main", is written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The sale of the parking permit will generate a revenue of \$24.00 per year.

BACKGROUND:

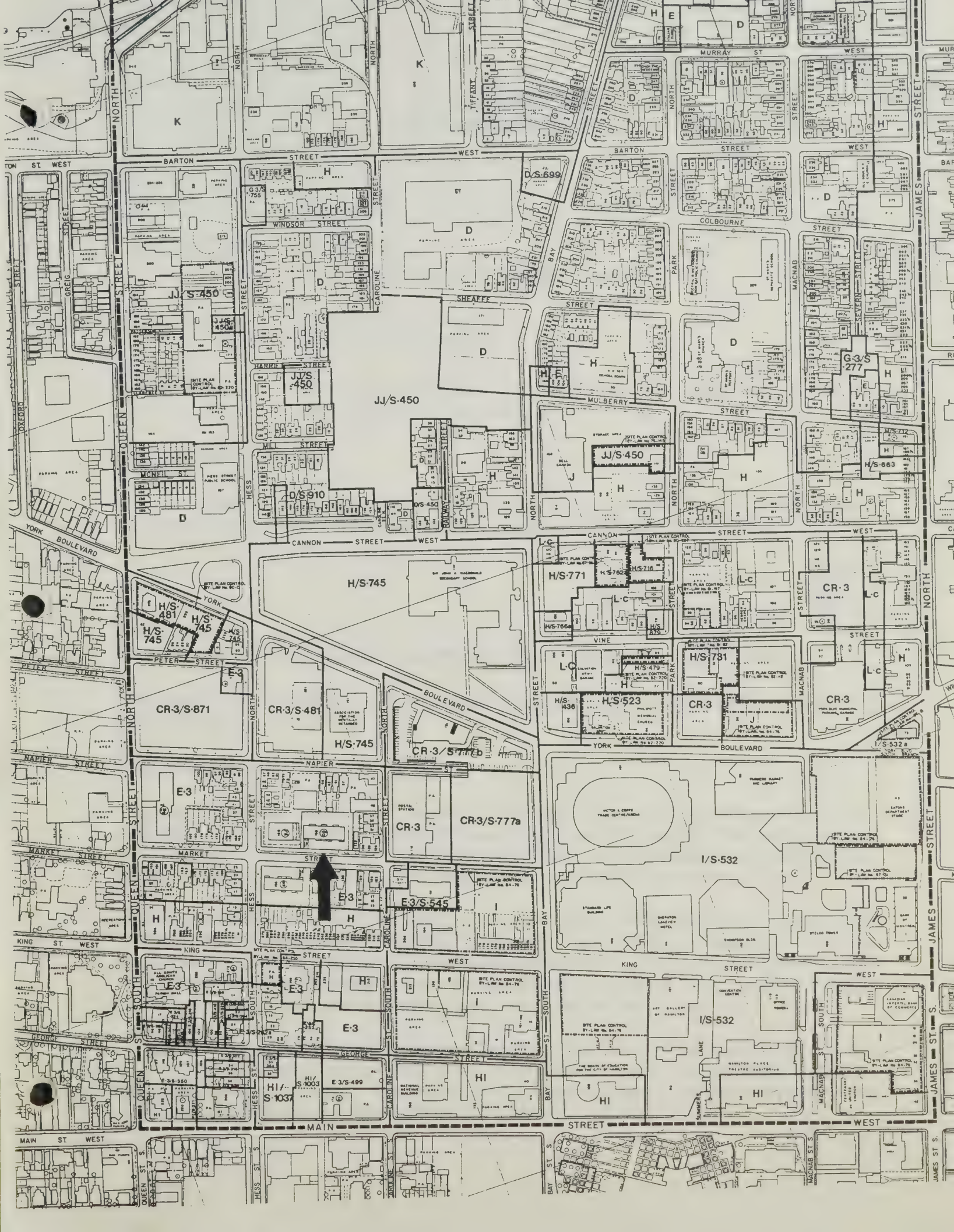
The Traffic Department has received an application from Mr. Ian Sharp, 401 - 150 Market Street, for a time limit exemption permit which would allow him to park his van beyond the signed parking time limit on Market Street since it will not fit through the doors of the underground parking lot of this apartment building.

Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Market in this area consist generally of apartment buildings and single family homes.

Periodic observations reveal that the street is generally heavily parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking or parking by residents without permits. Thus, the issuance of a time limit exemption permit to this resident should not create any problems for other area residents.

In the past, the Committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas, and has authorized the Director of Traffic Services to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 150 Market Street, it would be appropriate to issue one time limit exemption permit to the applicant.









8w)

**CITY OF HAMILTON  
- RECOMMENDATION -**

**DATE:** 1990 July 09

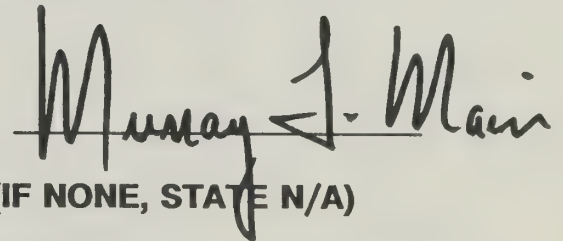
**REPORT TO:** Ms. Tina Agnello  
Secretary, Transport and Environment Committee

**FROM:** Murray F. Main, P. Eng.  
Director of Traffic Services

**SUBJECT:** Apartment building at No. 169 Park Row South - application for a time limit exemption permits. (TEC-162-90)

**RECOMMENDATION:**

That the Director of Traffic Services be authorized to issue, upon request one time limit exemption permit to each of the first seven applicants residing in the building at No. 169 Park Row South.



**FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)**

There is a potential for \$168.00 in revenue each year from the sale of parking permits to residents at No. 169 Park Row South.

**BACKGROUND:**

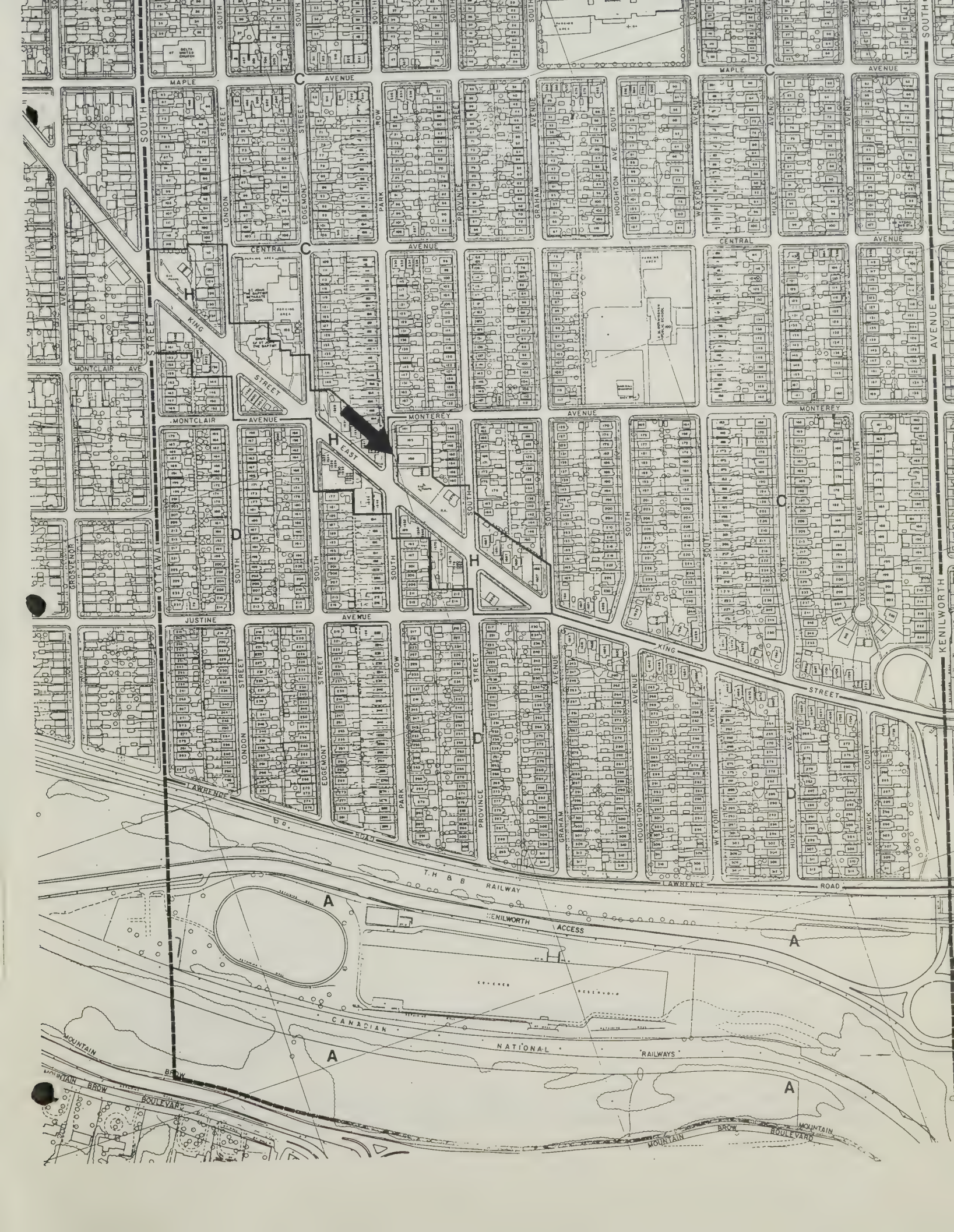
The Traffic Department has received a request from a resident of the apartment building at No. 169 Park Row South, that time limit exemption permits be issued to residents of this building. The building is located on the east side of Park Row South, just north of King Street, and the applicant has indicated that she wishes to park her vehicle in the "One Hour Parking Time Limit" regulation on Monteray Avenue.

Investigations reveal that there are ten dwelling units in the subject building, and that there are three off-street parking spaces available on the property. Past practice of the committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to the residents of apartment buildings only under exceptional circumstances. The land use on Park Row South in this area consists generally of single family homes and two ten unit apartment buildings.

Periodic observations reveal that Monteray Avenue is lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area it appears that the parking is generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of twelve off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of nine off-street parking spaces in accordance with the current zoning by-law requirements. However, it would be appropriate to issue a maximum of seven parking permits (one permit per dwelling unit) to the residents of this building on a first come first served basis. Therefore, the Traffic Department concurs with this request.









CITY OF HAMILTON

8x)

- RECOMMENDATION -

DATE: 1990 July 12

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

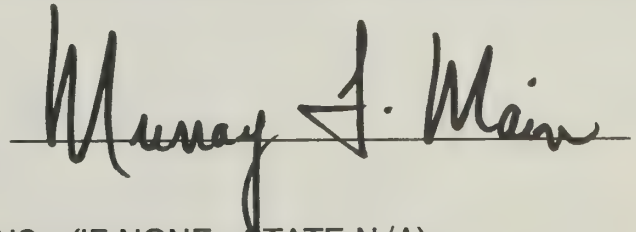
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Hess Street North between Market Street and Napier Street - Parking Permits [TEC-140-90]

RECOMMENDATION:

- a) That one of the two parking permits presently issued to Ms. Linda Sedore, 46 Hess Street North, be cancelled; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Rich Knuckle, 43 Hess Street North.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Mr. Rich Knuckle, 43 Hess Street North has applied for a parking permit which would allow him to park his vehicle in the reserved "Permit Parking" area which is presently signed on the west side of Hess between Market and Napier.

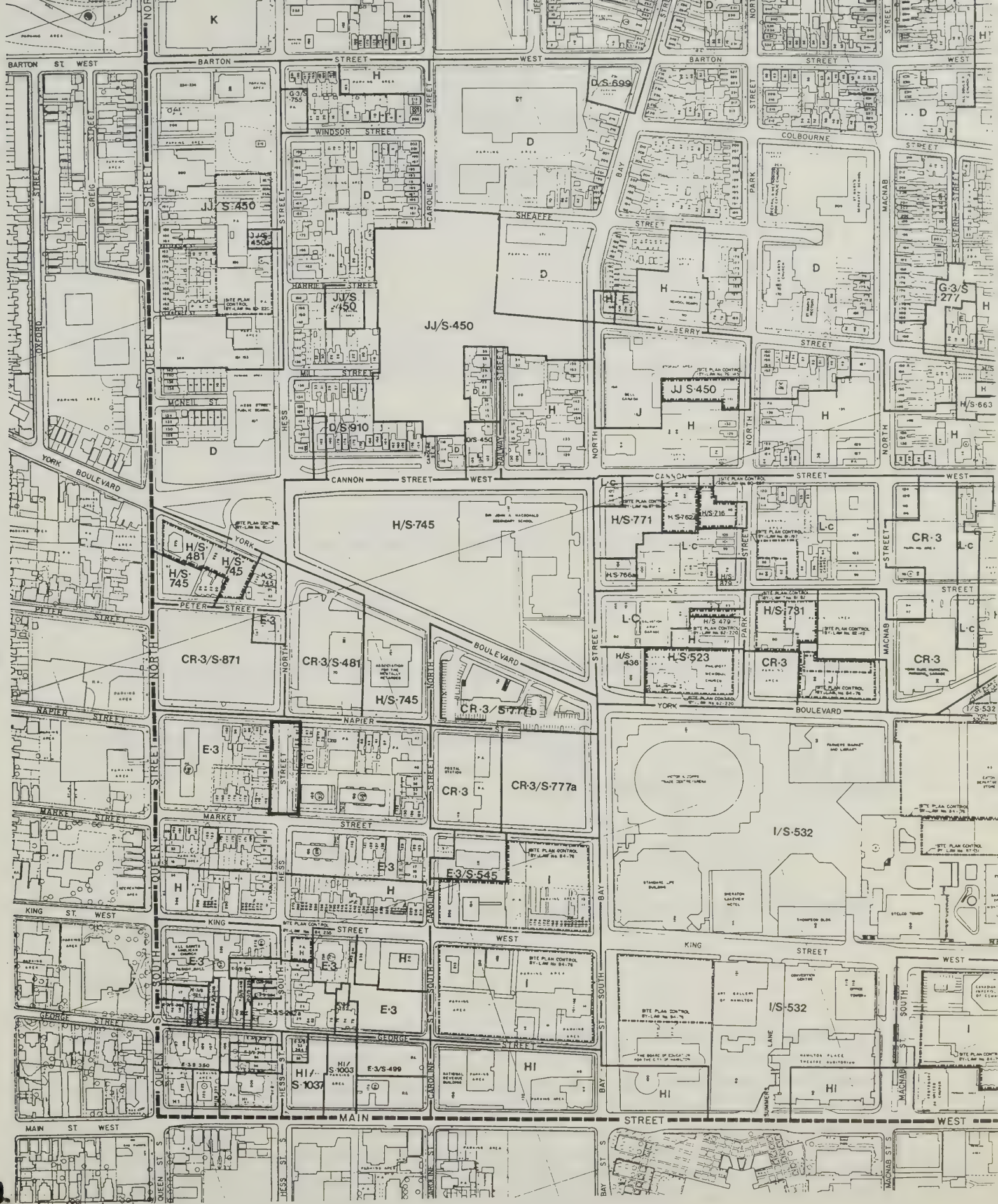
An investigation has revealed that there are seven legal on-street parking spaces in the block, and that there are currently seven permits issued to abutting residents. However, three of the seven permits have been



issued to No. 46 Hess. The residents of No. 166 Market have been issued two permits and the residents of Nos. 44 and 48 Hess have each been issued one permit.

Presently, there are three people on a waiting list for permits, Mr. Knuckle with no available off-street parking; Ms. Rodrigues 42 Hess, with one off-street space at the rear of her property; and Mr. Tong, 166 Market with one off-street space which his landlord is requesting \$50.00 per month for rent of this space. Therefore, it is apparent that Mr. Knuckle is the only resident with no alternative off-street parking, and should be at the top of the waiting list.

After a review of the parking situation on this street, it is the Traffic Department's recommendation to cancel one of the three permits issued to residents of No. 46 Hess Street and to issue this permit to Mr. Knuckle. Neither of these properties have any available off-street parking.







9a)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 June 29

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

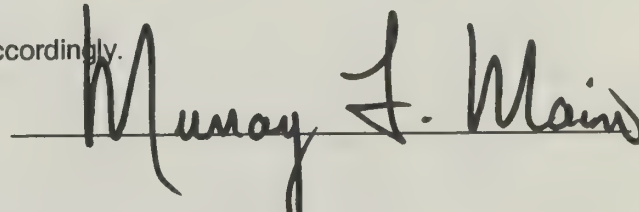
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

Intersection of Arlington Road and Glendee Road - Intersection Control [TEC-147-90]

#### RECOMMENDATION:

- a) That northbound traffic on Arlington Road be required to stop for eastbound and westbound traffic on Glendee Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

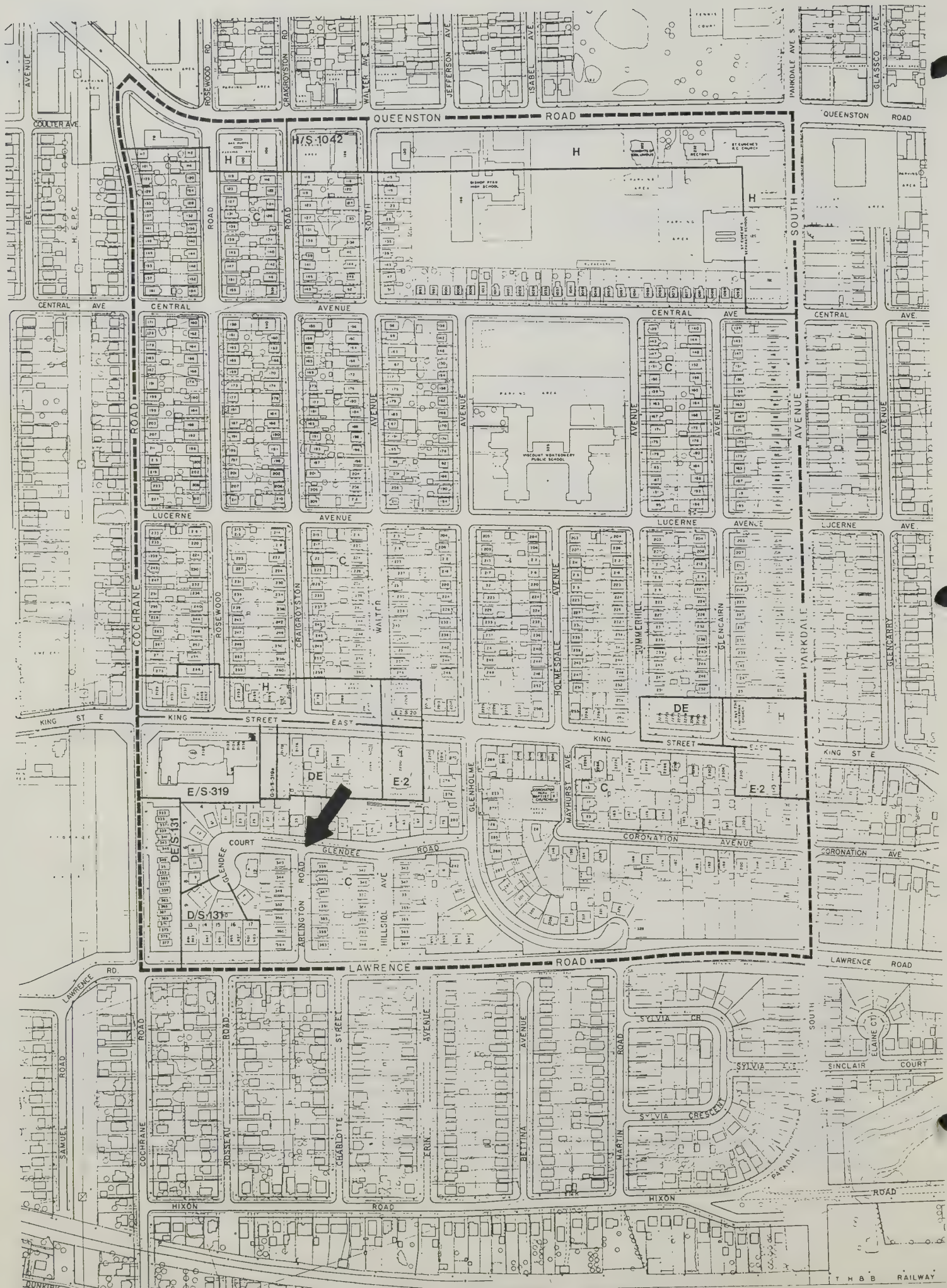
  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1990 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

#### BACKGROUND:

An area resident has contacted the Traffic Department and requested that northbound stop control be implemented at the intersection of Arlington Road and Glendee Road. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last 8 years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Arlington Road would be required to stop for eastbound and westbound traffic on Glendee Road. Therefore, the Traffic Department concurs with the request.





96)

## CITY OF HAMILTON

### - RECOMMENDATION -

DATE: 1990 July 12

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

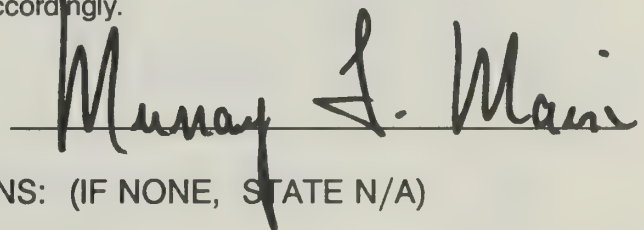
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

#### SUBJECT:

Intersections of Arno Street and Anna Capri Drive and Arno Street and Templemead Drive - Intersection Control [TEC-167-90]

#### RECOMMENDATION:

- a) That southbound traffic on Arno Street be required to stop for eastbound and westbound traffic on Templemead Drive; and
- b) That northbound traffic on Arno Street be required to stop for eastbound and westbound traffic on Anna Capri Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

#### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

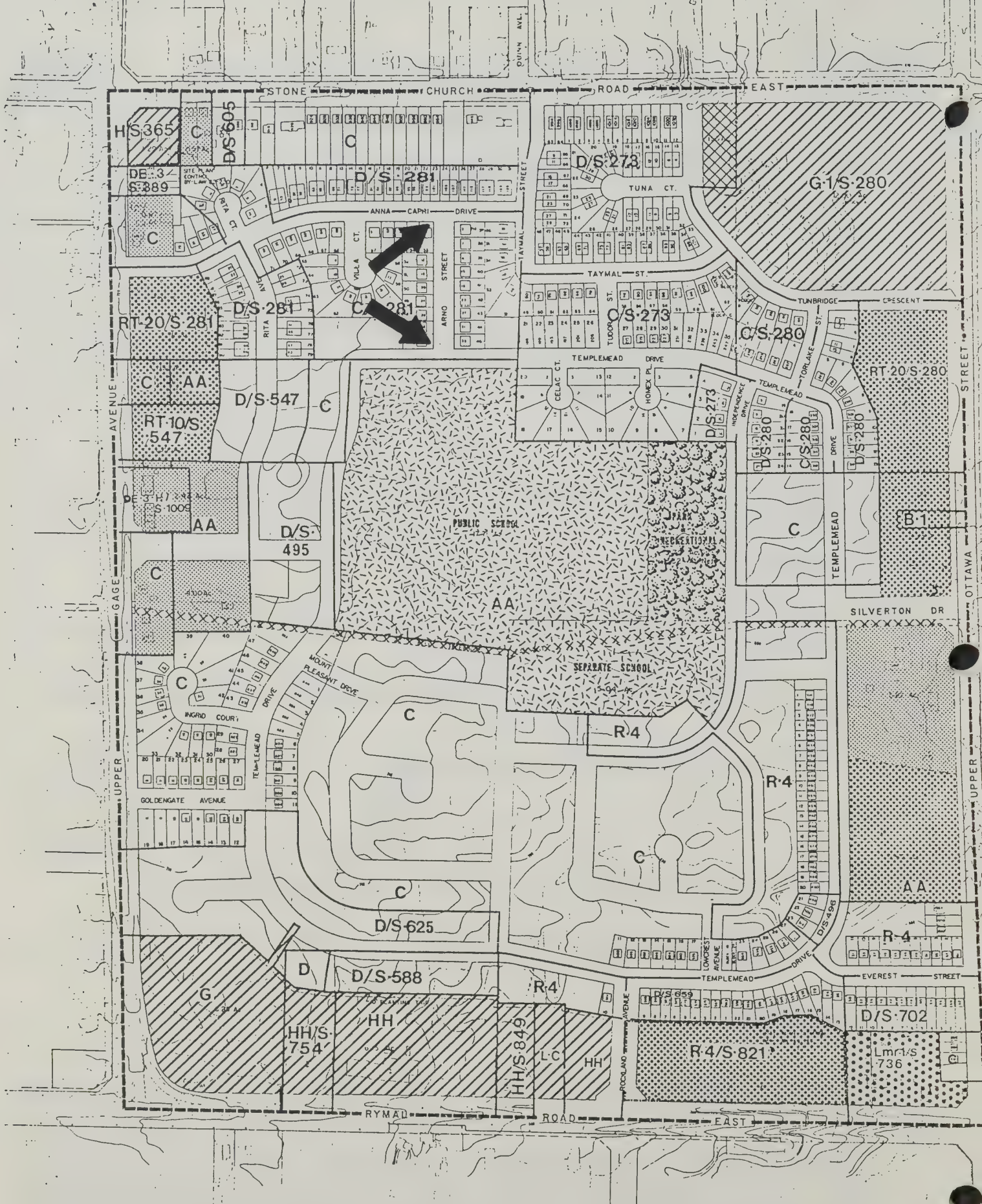
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

#### BACKGROUND:

The Traffic Department has received a request from Mr. Bob Martin, 32 Arno Street, that stop control be implemented at the intersections of Arno and Anna Capri and Arno and Templemead.

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs at either location. Therefore, as a safety measure related to the right-of-way at the intersections, the Traffic Department recommends that northbound and southbound traffic on Arno be required to stop for eastbound and westbound traffic on Anna Capri and Templemead respectively.





THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE.  
FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

EXISTING POPULATION (1969) 185  
(1970) 194

## LAND USE

### RESIDENTIAL

single & double

Neighbourhood  
Zoning Boundary  
Staging of Development  
Boundary

CITY OF HAMILTON

9c)

- RECOMMENDATION -

DATE: 1990 July 5

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

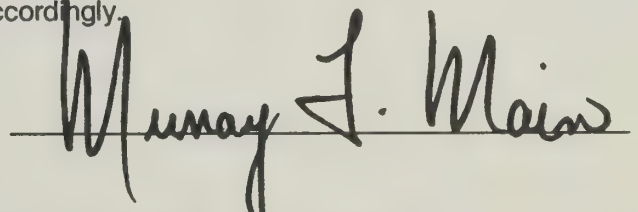
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Atherley Drive and Rexford Drive - Intersection Control [TEC-155-90]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Atherley Drive and Rexford Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

A handwritten signature in black ink, reading "Murray F. Main", is written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

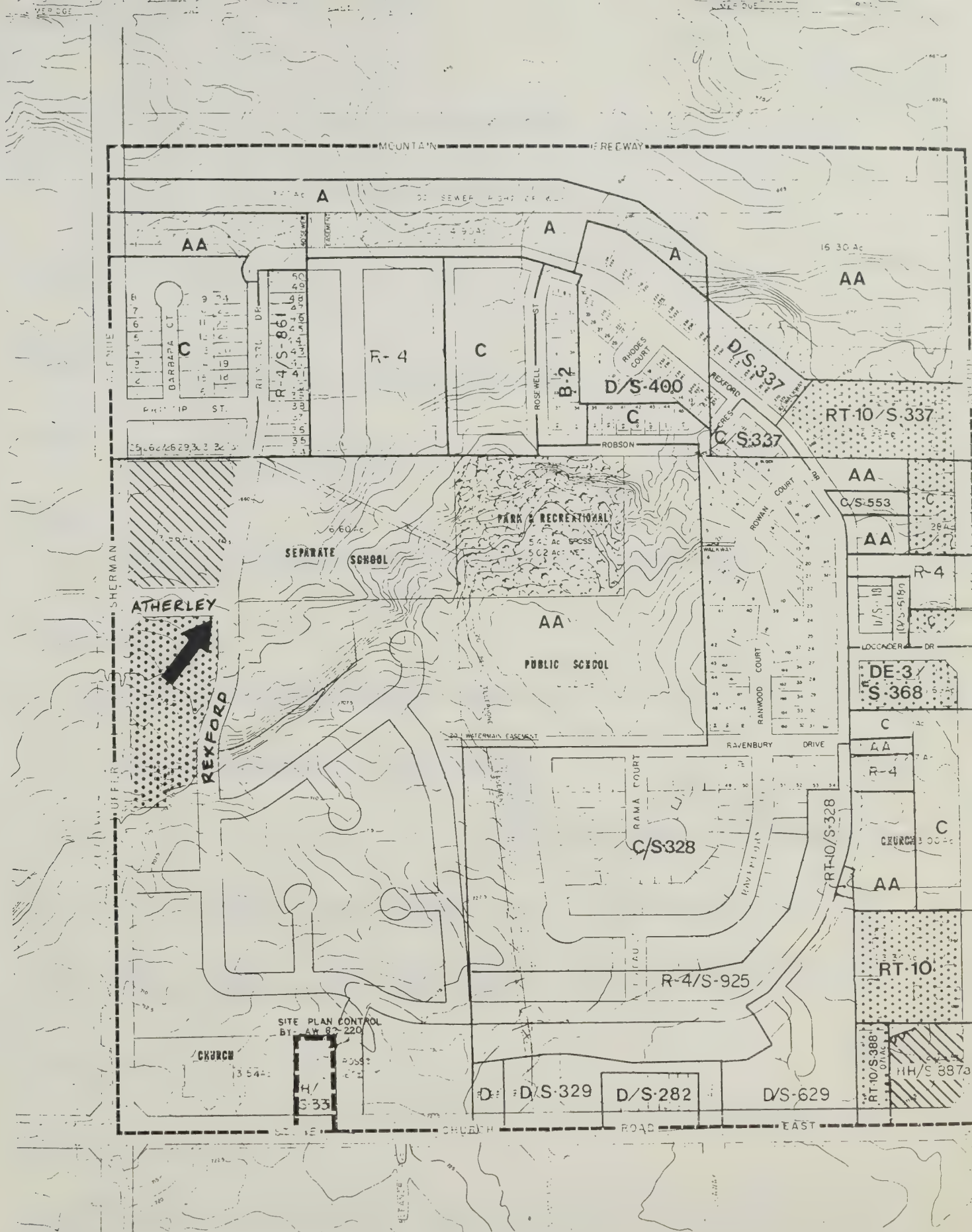
BACKGROUND:

The Traffic Department has received a request from Ms. Marg Callaghan, 14 Atherley Drive, that stop control be implemented at the intersection of Atherley and Rexford.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. Thus, the intersection is operating safely.

The Traffic Department uses certain criteria to determine when all direction stop control is required at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. The intersection of Atherley and Rexford meets at least one of the criteria, in that it is the intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department recommends that three-way stop control be implemented at this intersection.





THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE  
FOR DETAILS, CONTACT THE LOCAL PLANNING DIVISION  
OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

EXISTING POPULATION (1969) 175  
(1970) 166  
(1971) 167

## LAND USE

### RESIDENTIAL

- single & double
- attached housing

----- Neighbourhood  
----- Zoning Boundary  
----- Staging of  
----- Boundary



9d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 July 5

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

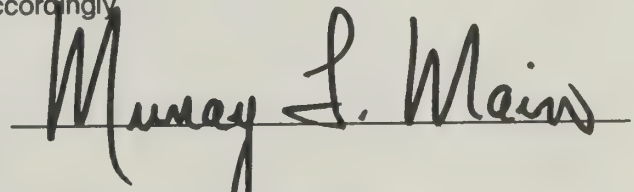
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersection of Monterey Avenue and Wexford Avenue - Intersection Control [TEC-154-90]

RECOMMENDATION:

- a) That four-way stop control be implemented at the intersection of Monterey Avenue and Wexford Avenue;  
and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman David Christopherson has advised of a request that four-way stop control be implemented at the intersection of Monterey and Wexford.

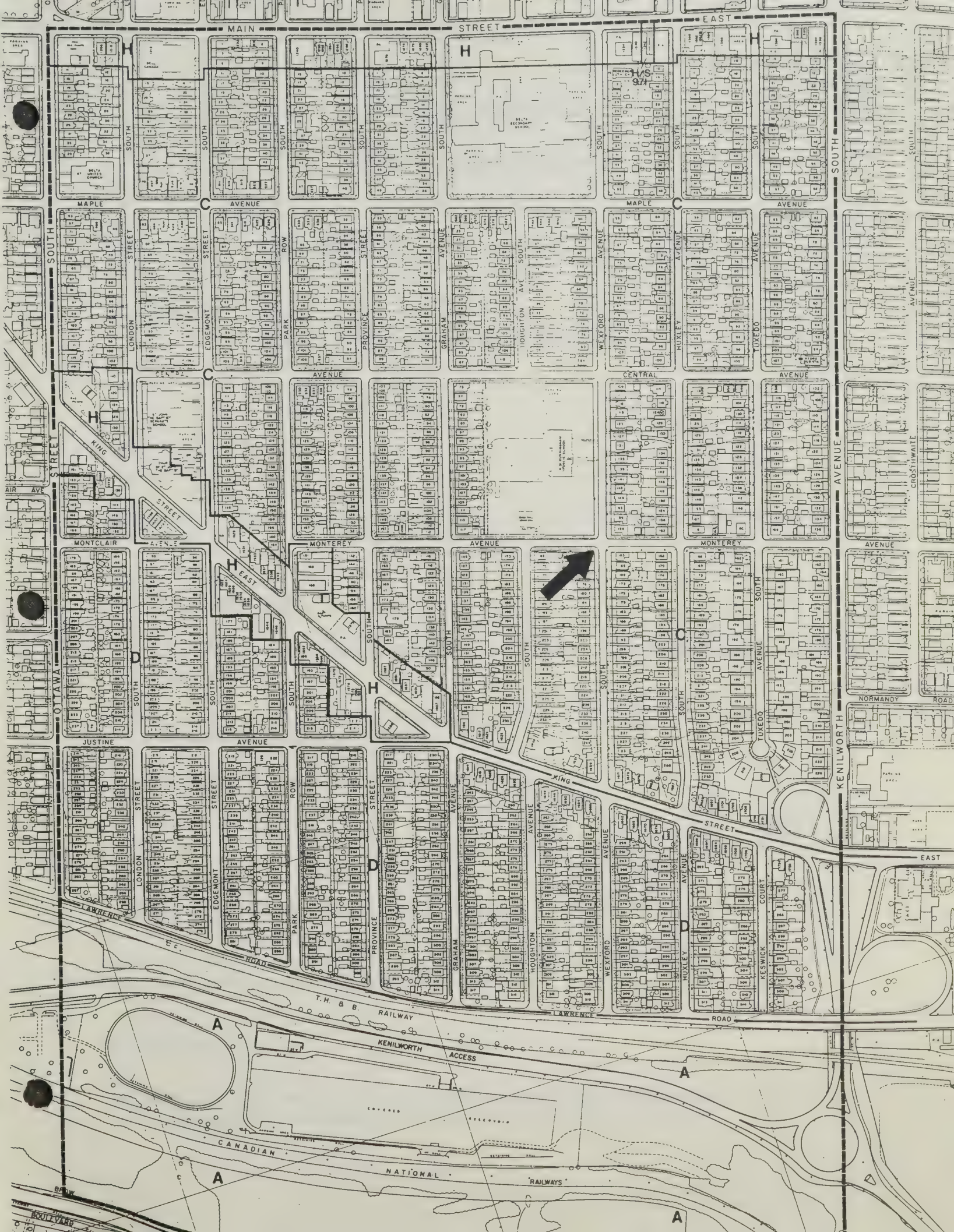
The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Monterey is required to stop for northbound and southbound traffic on Wexford. Traffic Department records indicate that there has been only one reported collision at the intersection in the past seven years. Thus, the intersection is operating safely.



The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop.

An investigation has revealed that the front doors of A.M. Cunningham School are in close proximity to the intersection of Wexford and Monterey. Therefore, the Traffic Department concurs with the request.









9e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 July 5

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

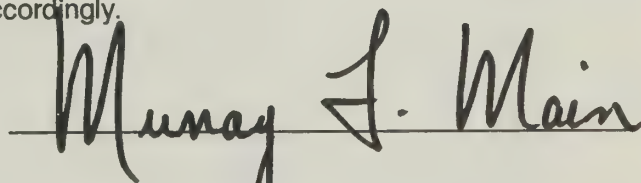
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT:

Intersections of Como Drive and Sorrento Place and Como Drive and Torino Drive - Intersection Control  
[TEC-156-90]

RECOMMENDATION:

- a) That southbound traffic on Sorrento Place be required to stop for eastbound and westbound traffic on Como Drive; and
- b) That eastbound and westbound traffic on Como Drive be required to stop for northbound and southbound traffic on Torino Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Paula Dickson, 87 Como Place, that stop control be implemented at the intersections of Como and Sorrento and Como and Torino.

**1. Intersection of Como Drive and Torino Drive**

The subject intersection is a four-leg intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection since its recent construction.

It is the Traffic Department's policy to control all four-leg intersection of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced the collisions at local residential street intersections by approximately 50 percent. Therefore, the Traffic Department recommends implementing two-way stop control such that eastbound and westbound traffic on Como Drive would be required to stop for northbound and southbound traffic on Torino Drive.

**2. Intersection of Como Drive and Sorrento Place**

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection since its recent construction. Thus, the intersection is operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Sorrento would be required to stop for eastbound and westbound traffic on Como.







9f)

# CITY OF HAMILTON

## - RECOMMENDATION -

DATE: 1990 July 16

REPORT TO: Ms. Tina Agnello  
Secretary, Transport and Environment Committee

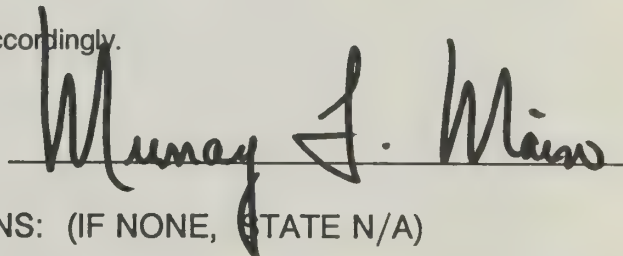
FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

### SUBJECT:

Intersection of Primrose Avenue and Cavell Avenue - Intersection Control [TEC-166-90]

### RECOMMENDATION:

- a) That southbound traffic on Cavell Avenue be required to stop for eastbound and westbound traffic on Primrose Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

  
Murray F. Main

### FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

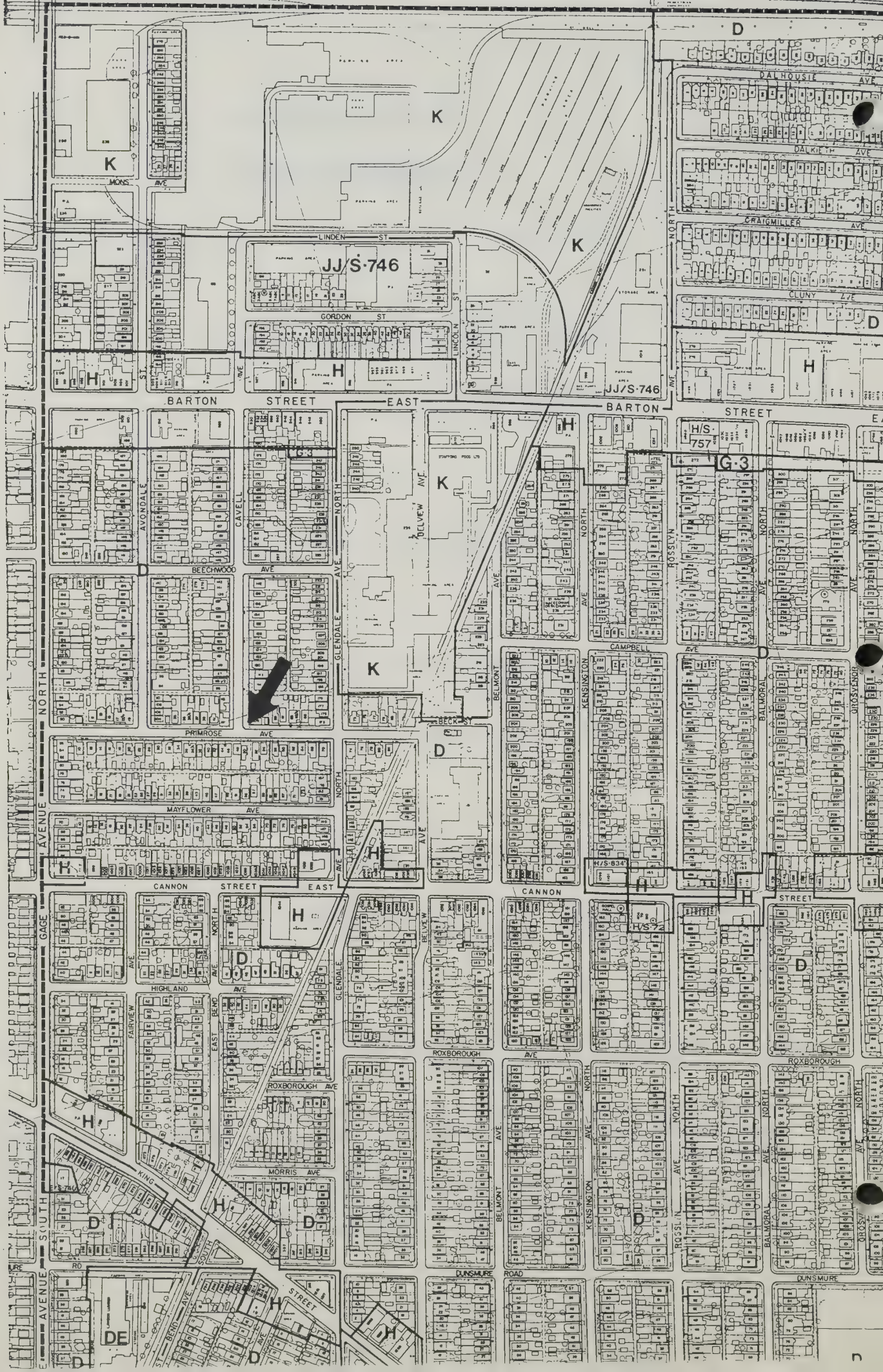
Sufficient funds are provided in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

### BACKGROUND:

Alderman Brian Hinkley has advised of a request from area residents, that southbound traffic on Cavell Avenue be required to stop for eastbound and westbound traffic on Primrose Avenue.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that the intersection has experienced an average of 0.50 collisions per year over the past eight years. This is a reasonably good collision rate for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that southbound traffic on Cavell would be required to stop for eastbound and westbound traffic on Primrose.







99)

CITY OF HAMILTON  
- RECOMMENDATION -

DATE: 1990 May 4

REPORT TO: J. Schatz  
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.  
Director of Traffic Services

SUBJECT: Intersection of Carriagate Drive and Parkplaza Drive -  
Intersection Control (TEC-106-90)

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Carriagate Drive and Parkplaza Drive at this time.

*Murray F. Main*

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of stop signs on Parkplaza at Carriagate would result in increased vehicle operating costs in the order of \$10,000 per year.

BACKGROUND:

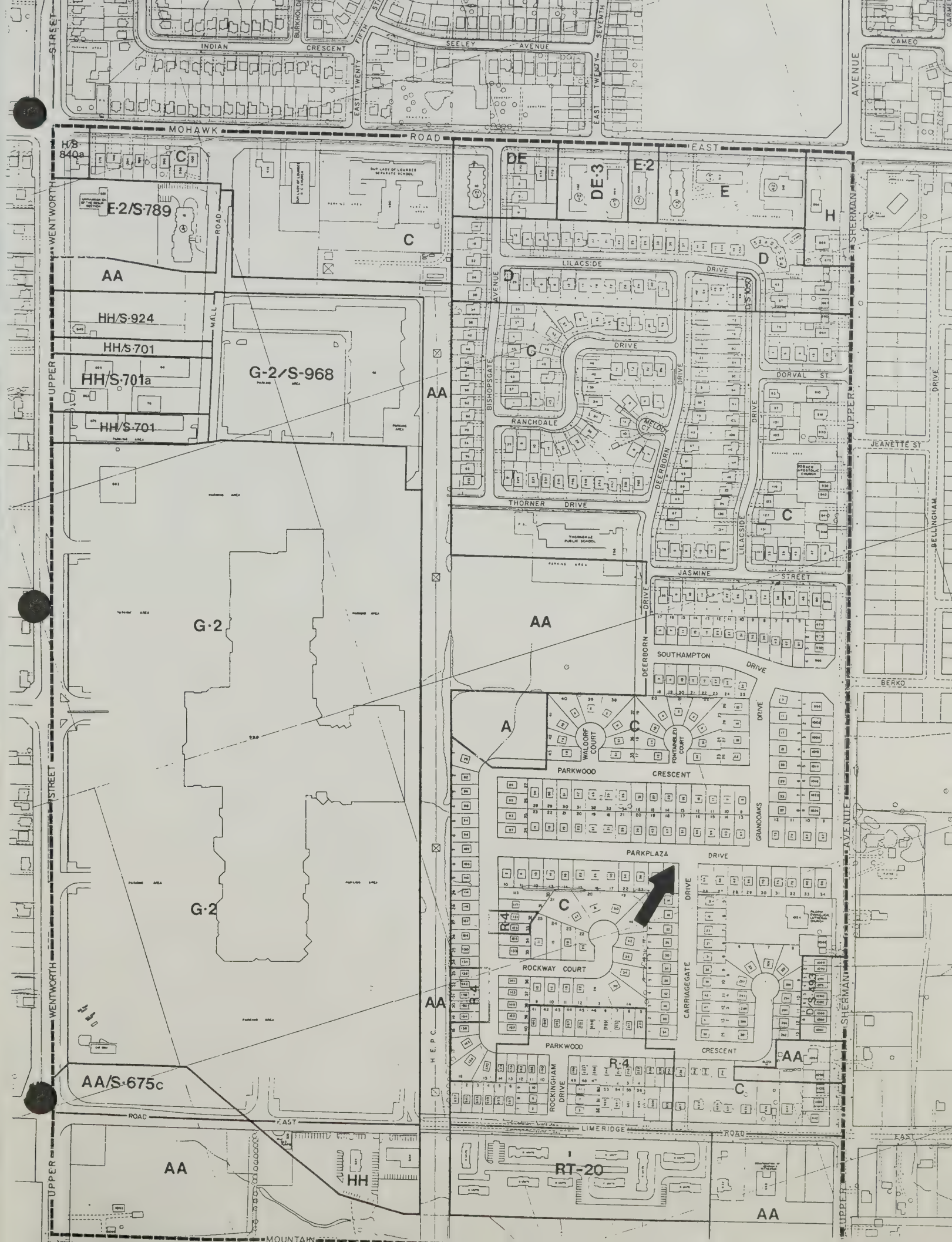
Alderman Henry Merling has advised of a request that three-way stop control be implemented at the intersection of Carriagate and Parkplaza.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Carriagate is required to stop for eastbound and westbound traffic on Parkplaza. Traffic Department records indicate that there have been no reported collisions at the intersection since its construction. Thus, the intersection is operating safely.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective as a speed control device, and that the area of influence is only approximately 100 feet from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time".

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

For the above-noted reasons, the Traffic Department does not support the request for three-way stop control at Carriagegate and Parkplaza at this time.



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E-2/S-789

AA

HH/S-924

HH/S-701

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RT-20

AA





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OFFICE OF THE CITY CLERK

TEL: 546-2700  
FAX: 546-2095

**NOTICE OF MEETING**

**Transport and Environment Committee**

Monday, July 23, 1990  
9:30 o'clock a.m.  
Room 233, City Hall

CA4 ON HBL AOS  
CSIT6

JRBAN/MUNICIPAL  
1990

Tina Agnello, Secretary  
Transport and Environment Committee

**A g e n d a**

**DELEGATIONS**

- (A) 10:00 a.m. Alderman V. J. Agro - Delegation  
Crescent Oil Company of Canada Limited
- (B) 11:00 a.m. Alderman D. Agostino and Alderman F. Lombardo - Delegation  
Sanitation Depot - 2418 Barton Street East
- (C) 11:15 a.m. Alderman D. Agostino and Alderman F. Lombardo - Delegation  
Opposing Installation of sidewalks - Grays Road/Lakepoint Place
- 1. Approval of the minutes of the meeting held 1990 June 18.
- 2. Organizational Structure of the Engineering Department
- 3. Director of Property
  - Purchase of part of 106 Fieldway Drive
- 4. Manager of Purchasing
  - a) Purchase: Sign Blanks for 1990 - Traffic Department
  - b) Purchase: Broom Stock - Fleet Services
  - c) Purchase: Heated Air Return System - Fleet Services





5. Commissioner of Engineering

- a) Hotz & Sons Company - Proposed transfer and materials Recovery Station at 245 Lottridge Street in the City of Hamilton
- b) Incorporating certain City lands into Streets By-law
- c) Temporary Street Closures:
  - i) Sidewalk Sale on Summit Drive
  - ii) The Canadian Dairy Bureau Cycling Challenge
- d) Construction of sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue
- e) Replacement of decorative light fixtures on John and Hughson Streets
- f) MacNab Street Curb Reconstruction at York Boulevard

6. Water Pollution Control Federation Conference  
Washington, D.C. - October 7 to 11, 1990 (No Copy)

7. Director of Traffic Services

- a) Discharge of Residential Boulevard Parking Agreement - 80 Somerset Avenue
- b) Locke Street North at Peter and Napier Streets - Request for a School Crossing Guard.
- c) Relocation of School Bus Loading Zone - Northside of Ravenbury Drive in front of Lincoln Alexander School
- d) Truck Routes in the vicinity of Aberdeen and Dundurn Streets
- e) Taxi Stand - East side of East 36th Street, north of Munn Street
- f) Dismatsek Holdings Inc. 190 Locke Street South - Application for Boulevard Parking
- g) Installation of a Traffic Signal, Limeridge Road at St. Jerome's School
- h) North End Children's Centre Inc., 75 Hillyard Street - Wheel Chair ramp and Boulevard Parking Agreement



8. Parking Regulations

- a) East side of Belview Avenue, south of Barton Street East
- b) East side of Upper Sherman Avenue, south of Mountain Park Avenue
- c) Forest Avenue between Wellington Street and Aurora Street
- d) West side of Elora Drive, north of Elmira Drive
- e) Springer Avenue between Maplewood Avenue and Main Street East
- f) Moxley Drive between Gatineau Drive and Rideau Crescent
- g) East side of Hillyard Street between Ship Street and the north end -
- h) Normandy Road between Auburn Avenue and Rodgers Road
- i) Canada Street between Ray Street and Pearl Street
- j) Hummingbird Lane between Skylark Drive and Bobolink Road
- k) West side of James Street North between Burlington Street and Guise Street
- l) Holton Avenue South between Cumberland and the south end
- m) East side of East 43rd Street, between Deer Avenue and Queensdale Avenue East
- n) East side of East 22nd Street, south of Fennell Avenue East
- o) West 35th Street between Bendamere Avenue and the south end
- p) West 33rd Street between Bendamere Avenue and Leslie Avenue
- q) West side of Viewpoint Avenue, south of Mountain Park Avenue - Driveway Clearance
- r) 109 Elgin Street - Request for Reserved Permit Parking Space for a Handicapped Resident
- s) Intersection of Barclay Street and Paisley Avenue and Barclay Street and Newton Avenue - Corner Clearances
- t) Grant Avenue between Stinson Street and Alanson Street - Shortening of Permit
- u) Apartment Building at 115 Strathcona Avenue North - Application for Time Limit Exemption Permit





- v) Apartment Building at 150 Market Street - Application for Time Limit Exemption Permit
- w) Apartment Building at 169 Park Row South - Application for Time Limit Exemption Permit
- x) Hess Street North between Market Street and Napier Street - Parking Permits

9. Intersection Control

- a) Arlington Road and Glendee Road
- b) Arno Street and Anna Capri Drive and Arno Street and Templemead Drive
- c) Atherley Drive and Rexford Drive
- d) Monterey Avenue and Wexford Avenue
- e) Como Drive and Sorrento Place and Como Drive and Torino Drive
- f) Primosc Avenue and Cavell Avenue
- g) Carriagegate Drive and Parkplace Drive (Tabled May 23, 1990)
- h) Princip Street and Rexford Drive (Copy to Follow)

10. New Business

11. Adjournment





# TRANSPORT AND ENVIRONMENT COMMITTEE

## OUTSTANDING ITEMS

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Gibson Avenue Parking Regulations	1989 August 21	Ald. D. Drury	Tabled
2. Time Limit Exemption Permit 8 1/2 Ottawa Street North	1989 November 20	Ald. Christopherson	Tabled
3. School Traffic Officer - Lawrence Road	1989 November 20	Ald. D. Agostino	Tabled
4. Road and Sidewalk Prioritization Reconstruction Program	1990 January 22	Mr. E. Gill	Report Pending
5. Reduce Speed Limits in School Areas	1990 January 22	Mr. M. Main	Report Pending
6. Windermere Basin Rehabilitation Project	1990 March 5	Mr. E. M. Gill	Tabled - P r e p a r e Report
7. Vehicular Traffic - Durand Neighbourhood	1990 March 5	Mr. M. Main	Report on Short Term Solutions
8. Railway Safety Regulations	1990 April 2	Mr. E. M. Gill	Report Pending
9. School Crossing Guard - intersection of Upper Gage & Loconder Drive	1990 May 23	Ald. H. Merling	Tabled
10. Parking Regulations - West 1st St. between Monarch Rd. and Wembley	1990 May 23	Ald. T. Murray	Tabled



11. Traffic conditions  
on Owen Place

1990 June 8

Mr. M. Main

Pending  
Traffic report

Dated: July 16, 1990

T. Agnello  
Secretary



1. Introduction

2. Methodology

3. Results

4. Discussion

5. Conclusion

6. References



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